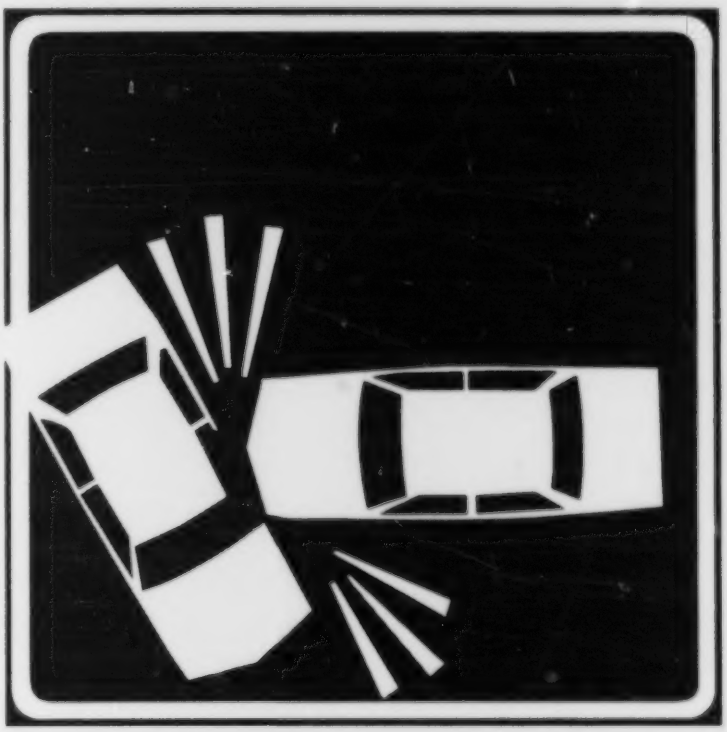
Northwest Territories

Traffic Accident Facts, 2000



Northwest Territories

Transportation

2000 NWT Traffic Accident Facts

Department of Transportation
Road Licensing and Safety Division
September, 2001

Acknowledgements

This report was prepared by the Road Licensing and Safety Division of the Department of Transportation, Government of the Northwest Territories, in cooperation with the Transportation Planning Division.

If you have any comments or questions related to the content of this report, please contact the Road Licensing and Safety Division at telephone (867) 920-3395, or by facsimile at (867) 873-0120.

105-00430/

2000 QUICK FACTS REPORT

(2000 Compared to 1999)

	1999	2000	% Change
PROPERTY DAMAGE ONLY ACCIDENTS	531	547	3.0
PERSONAL INJURY ACCIDENTS	153	128	-16.3
FATAL ACCIDENTS	5	3	-40.0
TOTAL REPORTED ACCIDENTS	689	678	-1.6
NUMBER OF DEATHS	7	5	-28.6
NUMBER OF PERSONS INJURED	276	182	-34.1
NWT HIGHWAY SYSTEM ACCIDENTS	161	126	-21.7
RURAL ACCIDENTS	11	20	81.8
ACCIDENTS IN COMMUNITIES	517	532	2.9
REGISTERED VEHICLES	26,599	27,703	4.2
LICENSED DRIVERS	26,371	26,880	1.9
NWT POPULATION	41,600	42,083	1.2
ACCIDENTS PER 100 LICENSED DRIVERS	2.61	2.52	-3.5
ACCIDENTS PER 100 REGISTERED VEHICLES	2.59	2.45	-5.5
ACCIDENTS PER 100 POPULATION	1.66	1.61	-2.7

Introduction

The Traffic Accident Information System (TAIS) is a computer-based system that compiles information on traffic collisions occurring throughout the Northwest Territories. This information is obtained from the motor vehicle accident (MVA) report form that is completed by Royal Canadian Mounted Police detachments in accordance with Section 262 of the Motor Vehicles Act.

TAIS provides valuable information for many traffic collision countermeasure programs. TAIS, the MVA report form, and various collision publications are administered by the GNWT Department of Transportation, Road Licensing and Safety Division. The collection of this valuable data is made possible by the efforts and dedication of the many Royal Canadian Mounted Police officers across the Northwest Territories who complete MVA forms from their collision investigations.

TAIS Definitions

REPORTABLE MOTOR VEHICLE COLLISION - an incident involving one or more motor vehicles resulting in death, personal injury or a minimum of $1,000 in property damage. TAIS only records reportable motor vehicle collisions which occur on or adjacent to roadways intended for use by the general public. The following is a list of words and terms used in reportable collisions:

INCIDENT - Any set of events not under human control which includes at least one occurrence of injury or damage. It originates when human control is lost and terminates when control is regained, or in the absence of persons who are able to regain control when all persons and property are at rest.

Excluded are events which are known to be the result of deliberate intent, legal intervention or natural disasters. As an example, if a vehicle catches fire due to mechanical failure and the driver is able to stop the car, this is not a traffic accident because control of the vehicle was never lost.

VEHICLE - is any vehicle designed to travel on land that is drawn, propelled or driven by any kind of power, including muscular power, but does not include a device designed to run exclusively on rails.

MOTOR VEHICLE - is a vehicle propelled or driven by power other than by wind, gravity or muscular power and includes a trailer, but does not include:

(a) an aircraft or a marine vehicle,
(b) a device that runs or is designed to run exclusively on rails,
(c) a mechanically propelled wheelchair or mobility device.

PEDESTRIAN - is a person on foot, in a wheelchair or mobility device and includes a child in a carriage or carried by a person on foot, persons on ice skates, skis, roller blades, skate boards and persons pushing or pulling vehicles. A pedestrian does NOT include persons jumping or falling from a vehicle in motion.

DAMAGE - harm to property that reduces the monetary value of that property. It includes harm to animals that have monetary value. It excludes mechanical failure incurred by normal operation such as a tire blow out or broken fan belt.

ROADWAY - any highway, secondary road, rural road, street, avenue, parkway, lane, alley or bridge designed and intended for or used by the general public for the passage of vehicles and pedestrians. This includes sidewalks, boulevards and the immediate right-of-way adjacent to and parallel with the roadway. It also includes winter/ice roads, trails, privately maintained roads, driveways and parking lots on which the general public may travel.

PROPERTY DAMAGE ONLY COLLISION (Property Damage) - a motor vehicle collision resulting in total damages over the prescribed amount as defined in the Motor Vehicles Act ($1,000) with no personal injuries or deaths.

TRAFFIC INJURY COLLISION (Personal Injury) - a motor vehicle collision resulting in a non-fatal injury to one or more persons. An injury is defined as any bodily harm resulting from the collision.

TRAFFIC FATALITY COLLISION (Fatal) - a motor vehicle collision resulting in death within 30 days to one or more involved persons. Death must be the result of injuries incurred from the collision. This excludes death from natural causes such as heart attacks.

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Historical Trends

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Historical Trends

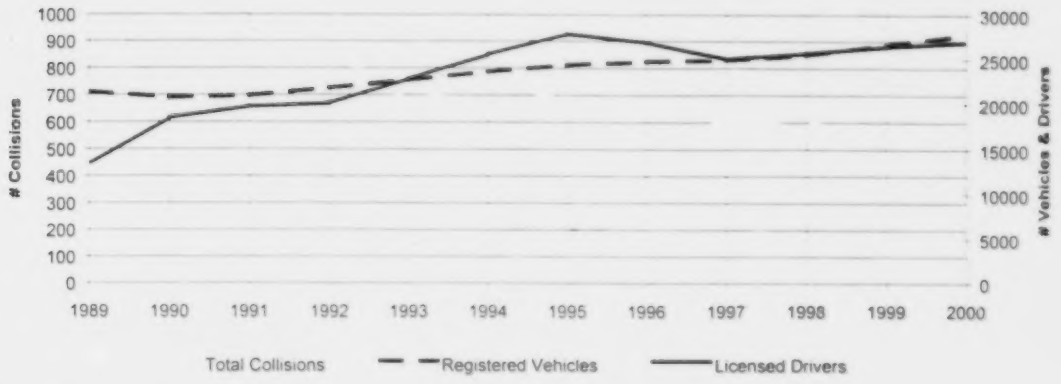
This section illustrates the 12-year history of collisions, victims and licensed drivers and vehicles.

Reporting definitions have remained the same since the inception of TAIS in 1989. Trends in injuries, property damage collisions and total collisions have shown a steady decline since the early 1990's. This decline has taken place in spite of the increased population and number of licensed drivers and registered vehicles.

Because of the small number of fatal collisions in the Northwest Territories, trends are difficult to identify and subject to year-to-year fluctuations. The five traffic fatalities reported in 2000 is close to the 12-year average.

Trends in Licensed Drivers, Registered Vehicles and Collisions

Figure 1.1

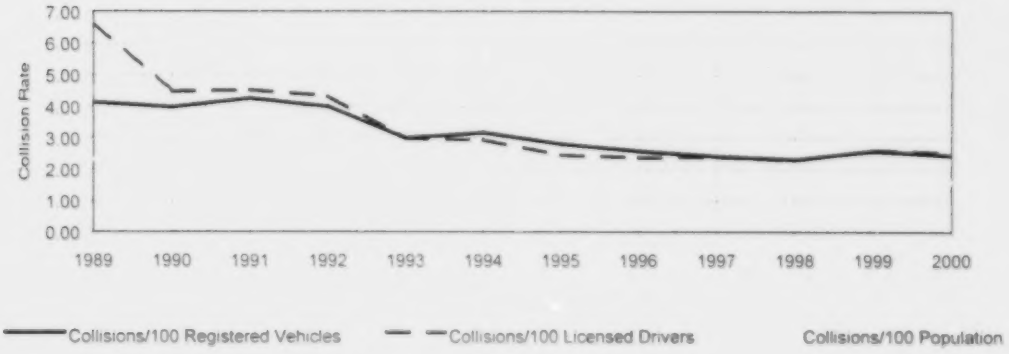


3 Year Summary

	1998	1999	2000	% Change
Registered Vehicles	25,470	26,599	27,703	4.2
Licensed Drivers	25,655	26,371	26,880	1.9
Total Collisions	589	689	678	-1.6

Trends in Collision Rates by Vehicles, Drivers and Population

Figure 1.2

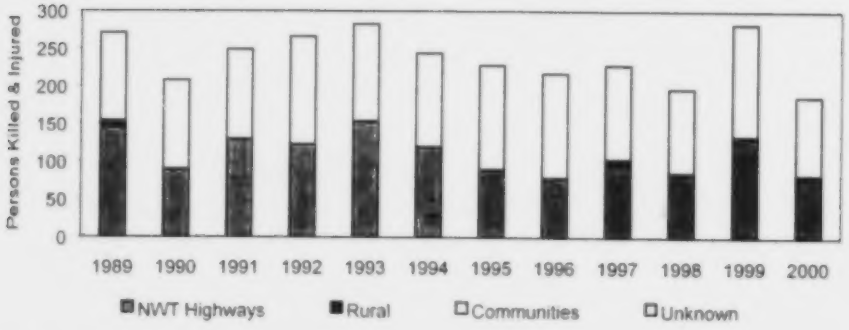


3 Year Summary

	1998	1999	2000	% Change
Collisions/100 Registered Vehicles	2.31	2.59	2.45	-5.5
Collisions/100 Licensed Drivers	2.30	2.61	2.52	-3.5
Collisions/100 Population	1.43	1.66	1.61	-2.8

Trends in Injuries & Fatalities

Figure 1.3

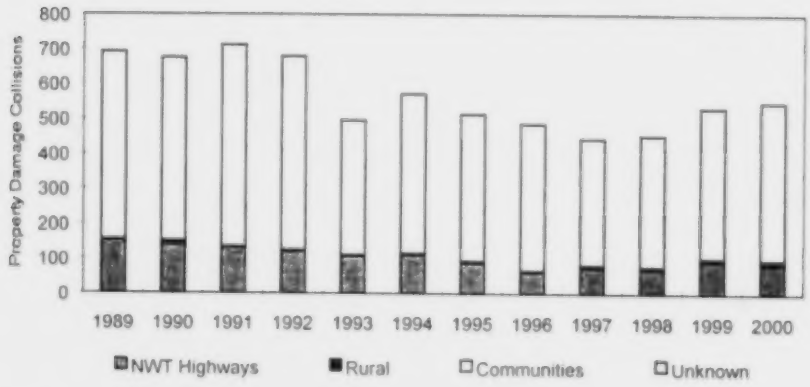


3 Year Summary

	Persons Injured				Persons Killed			
	1998	1999	2000	Average	1998	1999	2000	Average
NWT Highways	83	127	74	95	2	5	2	3
Rural	2	2	7	4	0	0	0	0
Communities	111	147	101	120	0	2	3	2
Total	**196**	**276**	**182**	**218**	**2**	**7**	**5**	**5**

Trends in Property Damage Collisions

Figure 1.4

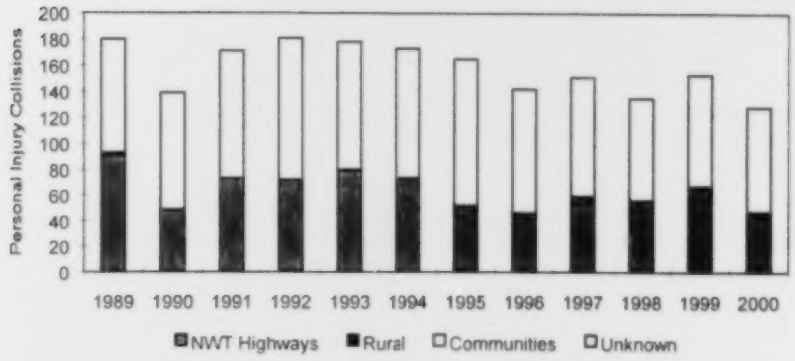


3 Year Summary

	Property Damage Collisions			
	1998	1999	2000	Average
NWT Highways	70	92	82	81
Rural	7	10	15	11
Communities	375	429	450	418
Total	**452**	**531**	**547**	**510**

Trends in Personal Injury Collisions

Figure 1.5

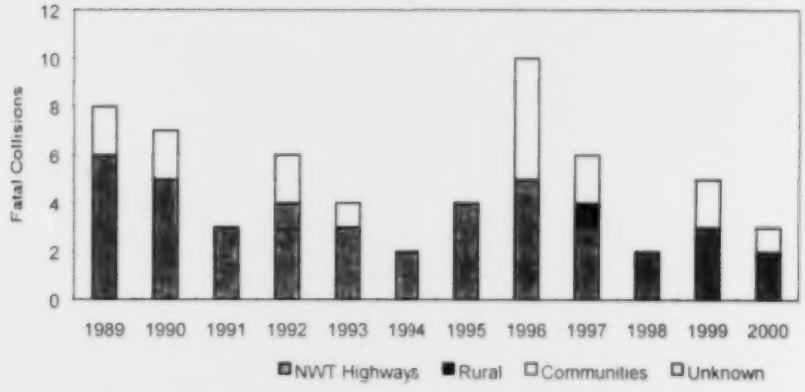


3 Year Summary

	Personal Injury Collisions			
	1998	1999	2000	Average
NWT Highways	55	66	42	54
Rural	1	1	5	2
Communities	79	86	81	82
Total	**135**	**153**	**128**	**139**

Trends in Fatal Collisions

Figure 1.6

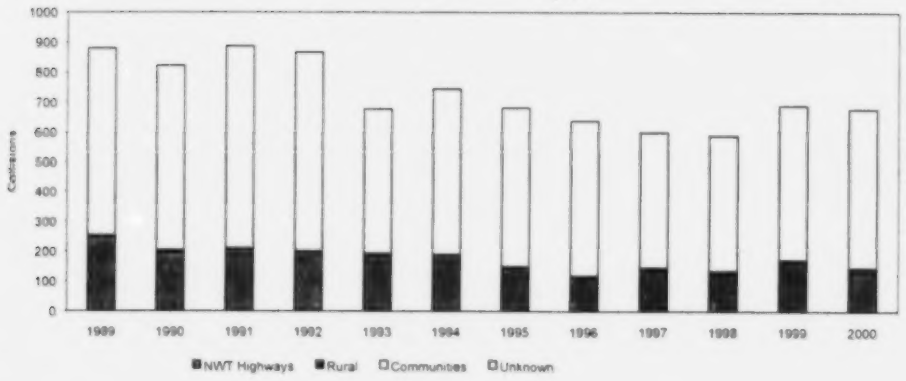


3 Year Summary

	Fatal Collisions			
	1998	1999	2000	Average
NWT Highways	2	3	2	2
Rural	0	0	0	0
Communities	0	2	1	1
Total	**2**	**5**	**3**	**3**

Trends in All Reported Collisions

Figure 1.7



3 Year Summary

	1998	1999	2000	% Change
NWT Highways	127	161	126	-21.7
Rural	8	11	20	81.8
Communities	454	517	532	2.9
Total	**589**	**689**	**678**	**-1.6**

Property Damage Collisions by Month and Year

Figure 1.8

Month	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	Avg. 89 to 99	2000
January	66	63	86	74	46	52	50	54	53	64	65	61	60
February	66	66	72	68	56	72	46	59	45	46	65	60	49
March	65	68	72	68	52	50	78	56	44	36	47	58	45
April	51	30	48	59	30	32	32	31	26	22	34	36	33
May	39	29	31	45	23	33	31	26	23	20	30	30	34
June	39	44	57	35	23	31	24	32	32	29	30	34	27
July	47	51	57	48	33	39	38	36	37	34	29	41	31
August	47	54	42	51	35	42	39	24	37	34	38	40	36
September	41	46	49	48	39	34	29	29	25	34	36	37	34
October	76	69	65	65	52	59	38	56	48	39	63	57	58
November	84	71	59	64	53	73	49	42	26	37	45	55	53
December	70	84	74	54	53	53	59	41	47	57	49	58	87
Total	**691**	**675**	**712**	**679**	**495**	**570**	**513**	**486**	**443**	**452**	**531**	**568**	**547**

Personal Injury Collisions by Month and Year Figure 1.9

Month	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	Avg. 89 to 99	2000
January	13	8	15	19	16	11	16	15	13	10	15	14	17
February	17	8	13	12	16	7	14	15	19	10	13	13	14
March	14	15	17	12	16	9	20	10	16	11	11	14	9
April	3	6	5	9	13	6	12	7	19	7	9	9	4
May	11	5	16	12	13	9	11	7	11	4	6	10	9
June	12	20	24	18	17	18	15	10	6	20	12	16	9
July	26	20	23	15	24	18	15	16	8	11	22	18	11
August	17	14	16	18	9	23	18	11	16	14	12	15	7
September	16	8	13	19	12	14	11	14	10	11	11	13	9
October	18	15	14	16	16	20	10	15	14	17	20	16	12
November	19	7	5	13	14	19	12	9	10	8	10	11	10
December	14	13	10	18	12	19	11	13	9	12	12	13	17
Total	**180**	**139**	**171**	**181**	**178**	**173**	**165**	**142**	**151**	**135**	**153**	**161**	**128**

Fatal Collisions by Month and Year Figure 1.10

Month	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	Avg. 89 to 99	2000
January	0	1	0	0	0	0	0	0	0	0	0	0.1	1
February	0	0	0	0	0	0	0	0	0	0	0	0.0	0
March	0	0	0	0	1	0	0	2	2	0	0	0.5	0
April	1	1	0	1	1	0	1	1	0	0	1	0.6	0
May	1	0	0	0	0	1	0	1	1	0	0	0.4	0
June	3	0	2	3	0	0	0	1	1	0	0	0.9	0
July	1	2	0	0	1	0	1	1	1	0	1	0.7	0
August	0	0	1	0	0	0	0	3	1	0	1	0.5	1
September	0	0	0	0	0	0	1	0	0	1	1	0.3	0
October	0	2	0	1	0	1	0	1	0	1	0	0.5	1
November	1	0	0	1	1	0	1	0	0	0	0	0.4	0
December	1	1	0	0	0	0	0	0	0	0	1	0.3	0
Total	**8**	**7**	**3**	**6**	**4**	**2**	**4**	**10**	**6**	**2**	**5**	**5.2**	**3**

Total Collisions by Month and Year

Figure 1.11

Month	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	Avg. 89 to 99	2000
January	79	72	101	93	62	63	66	69	66	74	80	75	78
February	83	74	85	80	72	79	60	74	64	56	78	73	63
March	79	83	89	80	69	59	98	68	62	47	58	72	54
April	55	37	53	69	44	38	45	39	45	29	44	45	37
May	51	34	47	57	36	43	42	34	35	24	36	40	43
June	54	64	83	56	40	49	39	43	39	49	42	51	36
July	74	73	80	63	58	57	54	53	46	45	52	60	42
August	64	68	59	69	44	65	57	38	54	48	51	56	44
September	57	54	62	67	51	48	41	43	35	46	48	50	43
October	94	86	79	82	68	80	48	72	62	57	83	74	71
November	104	78	64	78	68	92	62	51	36	45	55	67	63
December	85	98	84	72	65	72	70	54	56	69	62	72	104
Total	**879**	**821**	**886**	**866**	**677**	**745**	**682**	**638**	**600**	**589**	**689**	**734**	**678**

Time of Occurrence

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Time of Occurrence

Figure 2.3 shows the highest number of collisions occurred during the winter months, November to March. Conversely Figure 2.1 shows more injury-producing collisions during the summer months.

Collisions are most likely to take place during the late afternoon and early evening. More collisions take place on Fridays and Saturdays than on Sunday and weekdays.

Collisions by Month of Occurrence

Figure 2.1

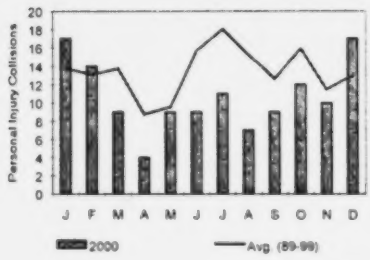


Figure 2.2

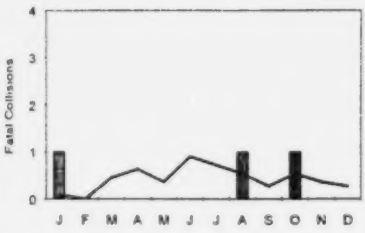
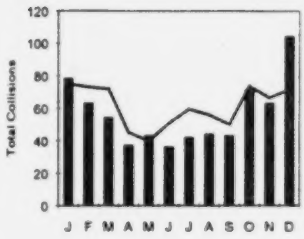


Figure 2.3



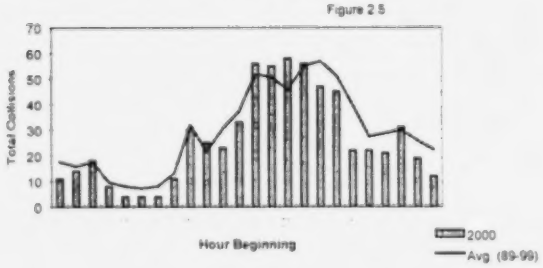
Collisions & Victims by Month of Occurrence

Figure 2.4

	Number of Collisions				Number of Victims	
Month	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	60	17	1	78	21	1
February	49	14	0	63	19	0
March	45	9	0	54	14	0
April	33	4	0	37	4	0
May	34	9	0	43	15	0
June	27	9	0	36	9	0
July	31	11	0	42	18	0
August	36	7	1	44	16	1
September	34	9	0	43	11	0
October	58	12	1	71	17	3
November	53	10	0	63	12	0
December	87	17	0	104	26	0
Total	**547**	**128**	**3**	**678**	**182**	**5**

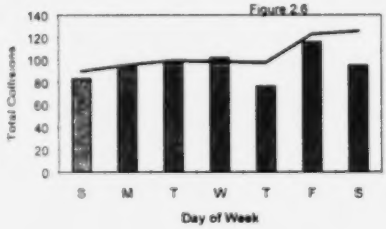
Total Collisions by Time of Day

Figure 2.5



Total Collisions by Day of Week

Figure 2.6



Collisions by Time of Day & Day of Week*

Figure 2.7

Collision Hour	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total	%
12 to 1 a.m.	3	1	2	2	0	2	1	11	1.7
1 to 2 a.m.	2	3	2	1	0	1	5	14	2.1
2 to 3 a.m.	7	0	2	2	3	4	0	18	2.7
3 to 4 a.m.	1	2	0	0	0	2	3	8	1.2
4 to 5 a.m.	3	0	0	0	0	0	1	4	0.6
5 to 6 a.m.	3	0	0	1	0	0	0	4	0.6
6 to 7 a.m.	1	0	0	0	1	2	0	4	0.6
7 to 8 a.m.	3	0	2	3	1	1	1	11	1.7
8 to 9 a.m.	1	10	5	6	5	2	1	30	4.5
9 to 10 a.m.	1	3	2	6	3	6	4	25	3.8
10 to 11 a.m.	3	1	1	6	6	3	3	23	3.5
11 to 12 a.m.	4	7	4	5	2	7	4	33	5.0
12 to 1 p.m.	6	7	13	10	4	9	6	55	8.3
1 to 2 p.m.	5	10	6	5	8	8	13	55	8.3
2 to 3 p.m.	7	10	7	8	5	8	13	58	8.7
3 to 4 p.m.	2	10	12	9	3	13	7	56	8.4
4 to 5 p.m.	7	7	6	6	6	9	6	47	7.1
5 to 6 p.m.	6	7	8	7	4	7	6	45	6.8
6 to 7 p.m.	1	2	4	5	3	5	2	22	3.3
7 to 8 p.m.	2	5	5	1	3	2	4	22	3.3
8 to 9 p.m.	2	1	2	3	3	6	4	21	3.2
9 to 10 p.m.	3	3	6	3	5	8	3	31	4.7
10 to 11 p.m.	2	3	2	5	3	4	0	19	2.9
11 to 12 p.m.	2	0	1	5	0	1	3	12	1.8
Not Stated	6	2	6	3	8	6	5	36	5.4
Total	**83**	**94**	**98**	**102**	**76**	**116**	**95**	**664**	
%	**12.5**	**14.2**	**14.8**	**15.4**	**11.4**	**17.5**	**14.3**	**100.0**	

* Excludes collisions in which Day of Week was unknown.

MAJOR CONTRIBUTING FACTORS

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Major Contributing Factors

Contributing factors are those circumstances or factors that the reporting police officer perceives to have directly contributed to the collision or its severity. Factors can be selected from four categories: human condition, human action, vehicle condition or driving environment.

Police officers are encouraged to use their skilled judgement in reporting the likely factors, even if the collision scene was not attended.

Figure 3.6 shows that human condition is nearly twice as prevalent in injury and fatal collisions (18%) than in all collisions (10%). Human factors account for 68% of all factors in collisions, as compared to vehicular (1%) and environmental (5%).

Figure 3.12 points out the difference between collisions occurring in communities and on the NWT Highway system. Environmental factors are seven times as prevalent on NWT Highways (14%) than in communities (2%).

Collisions by Severity Where Human Condition Was a Major Contributing Factor

Figure 3.1

Human Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Fatigued, Fell Asleep	1	1	0	2	0.3
Inexperience	5	1	0	6	0.9
Under Influence - Alcohol	37	19	1	57	8.4
Under Influence - Drugs	0	0	0	0	0.0
Sudden Illness, Lost Consciousness	0	2	0	2	0.3
Other Driver Condition	0	0	0	0	0.0
Total	**43**	**23**	**1**	**67**	**9.9**

Collisions by Severity Where Human Action Was a Major Contributing Factor

Figure 3.2

Human Action	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Following Too Closely	16	7	0	23	3.4
Distracted, Inattentive	30	14	1	45	6.6
Driving Too Fast for Conditions	58	19	0	77	11.4
Improper Turning or Passing	14	2	0	16	2.4
Failed to Yield Right-of-Way	43	13	0	56	8.3
Disobeyed Traffic Control/Officer	5	5	0	10	1.5
Driving on Wrong Side of Road	3	0	0	3	0.4
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	108	3	0	111	16.4
Lost Control	78	26	1	105	15.5
Other Driver Action	10	4	0	14	2.1
Total	**365**	**93**	**2**	**460**	**67.8**

Collisions by Severity Where Vehicle Condition Was a Major Contributing Factor

Figure 3.3

Vehicle Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Defective Brakes	2	0	0	2	0.3
Defective Steering	0	0	0	0	0.0
Defective Lights	0	0	0	0	0.0
Tire Blown Out	0	0	0	0	0.0
Unsecured Load, Spilled Load	0	0	0	0	0.0
Oversized Load, Overload	1	0	0	1	0.1
Visibility Obstructed	0	1	0	1	0.1
Other Vehicle Contributing Factor	5	0	0	5	0.7
Total	**8**	**1**	**0**	**9**	**1.3**

Collisions by Severity Where Environmental Condition Was a Major Contributing Factor

Figure 3.4

Environmental Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Animal on Roadway	8	2	0	10	1.5
Road Surface or Condition	12	4	0	16	2.4
Obstruction/Debris on Road	3	1	0	4	0.6
View Obstructed, Glare, Reflection	2	0	0	2	0.3
Weather or Other Acts of God	1	0	0	1	0.1
Other Environmental Factor	0	0	0	0	0.0
Total	**26**	**7**	**0**	**33**	**4.9**

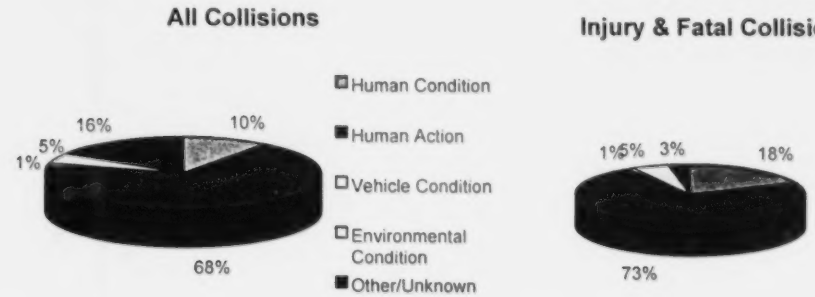
Collisions by Severity Where Major Contributing Factor Was Unspecified or Unknown

Figure 3.5

Factor	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Unspecified	0	0	0	0	0.0
Unknown	105	4	0	109	16.1
Total	**105**	**4**	**0**	**109**	**16.1**
Total All Factors	**547**	**128**	**3**	**678**	**100.0**

Major Contributing Factors by Collision Severity

Figure 3.6



TAIS recognizes that a collision is usually the result of a chain of events. The collision data system accepts up to four contributing factors for each vehicle involved in a collision. During the analysis of collisions, knowledge of the factors is important. By removing any one of the factors, the collision may be avoided.

An example: Because of inattention, a driver may have failed to see a stop sign behind some trees and thereby reduced his/her stopping time. The car's brakes, being in poor condition, caused the car to spin out of control on ice and collide with another vehicle that was speeding through the intersection. The collision may not have occurred if any of these factors were not present.

Collisions by Road System Where Human Condition Was a Major Contributing Factor

Figure 3.7

Human Condition	NWT Highways	In Communities	Rural	Total	% of Total Factors
Fatigued, Fell Asleep	1	1	0	2	0.3
Inexperience	1	4	1	6	0.9
Under Influence - Alcohol	9	47	1	57	8.4
Under Influence - Drugs	0	0	0	0	0.0
Sudden Illness, Lost Consciousness	1	1	0	2	0.3
Other Driver Condition	0	0	0	0	0.0
Total	**12**	**53**	**2**	**67**	**9.9**

Collisions by Road System Where Human Action Was a Major Contributing Factor

Figure 3.8

Human Action	NWT Highways	In Communities	Rural	Total	% of Total Factors
Following Too Closely	1	22	0	23	3.4
Distracted, Inattentive	7	37	1	45	6.6
Driving Too Fast for Conditions	17	59	1	77	11.4
Improper Turning or Passing	3	13	0	16	2.4
Failed to Yield Right-of-Way	3	53	0	56	8.3
Disobeyed Traffic Control/Officer	0	10	0	10	1.5
Driving on Wrong Side of Road	1	2	0	3	0.4
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	1	106	4	111	16.4
Lost Control	57	43	5	105	15.5
Other Driver Action	0	14	0	14	2.1
Total	**90**	**359**	**11**	**460**	**67.8**

Collisions by Road System Where Vehicle Condition Was a Major Contributing Factor

Figure 3.9

Vehicle Condition	NWT Highways	In Communities	Rural	Total	% of Total Factors
Defective Brakes	0	2	0	2	0.3
Defective Steering	0	0	0	0	0.0
Defective Lights	0	0	0	0	0.0
Tire Blown Out	0	0	0	0	0.0
Unsecured Load, Spilled Load	0	0	0	0	0.0
Oversized Load, Overload	1	0	0	1	0.1
Visibility Obstructed	0	1	0	1	0.1
Other Vehicle Contributing Factor	3	2	0	5	0.7
Total	**4**	**5**	**0**	**9**	**1.3**

Collisions by Road System Where Environmental Condition Was a Major Contributing Factor

Figure 3.10

Environmental Condition	NWT Highways	In Communities	Rural	Total	% of Total Factors
Animal on Roadway	10	0	0	10	1.5
Road Surface or Condition	3	10	3	16	2.4
Obstruction/Debris on Road	3	0	1	4	0.6
View Obstructed, Glare, Reflection	2	0	0	2	0.3
Weather or Other Acts of God	0	1	0	1	0.1
Other Environmental Factor	0	0	0	0	0.0
Total	**18**	**11**	**4**	**33**	**4.9**

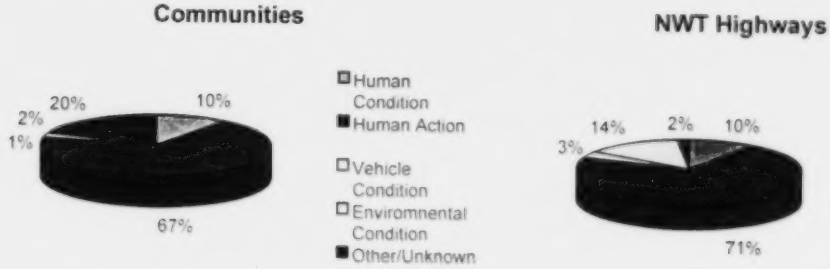
Collisions by Road System Where Major Contributing Factor Was Unspecified or Unknown

Figure 3.11

Factor	NWT Highways	In Communities	Rural	Total	% of Total Factors
Unspecified	0	0	0	0	0.0
Unknown	2	104	3	109	16.1
Total	**2**	**104**	**3**	**109**	**16.1**
Total All Factors	**126**	**532**	**20**	**678**	**100**

Major Contributing Factors in Collisions - Communities and NWT Highways

Figure 3.12



Environmental Factors

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Environmental Factors

The driving environment consists of road, light and weather conditions, as well as events leading up to and during a collision. It is important to understand all of these factors to properly design effective countermeasures for reducing collisions.

This section of the report provides a breakdown of collisions for each of the different driving environments by severity and road system.

Figures 4.1 to 4.5 show that most collisions occur under near ideal conditions, such as clear weather, daylight and on a road surface that is free of defects. Figure 4.9 shows that intersection related collisions are far more frequent in communities than in rural areas or on the NWT Highway system.

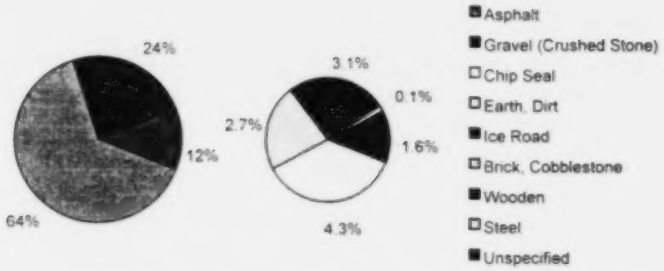
Figures 4.6 and 4.7 provide a breakdown on the types of collisions that occur for both single and multiple vehicle configurations.

Figures 4.12 and 4.13 describe some of the events that occur in collisions, such as hitting a fixed or moveable object, overturning and jack-knifing.

Collisions by Road Surface Type and Severity

Figure 4.1

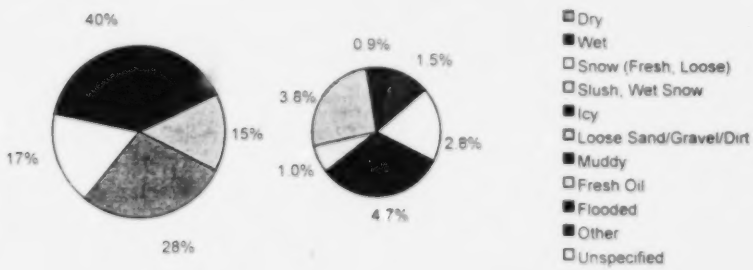
Road Surface Type	Property Damage	Personal Injury	Fatal	Total	%
Asphalt	355	78	0	433	63.9
Concrete	4	0	0	4	0.6
Gravel (Crushed Stone)	127	32	2	161	23.7
Earth, Dirt	17	1	0	18	2.7
Chip Seal	18	11	0	29	4.3
Brick, Cobblestone	0	0	0	0	0.0
Wooden	0	0	0	0	0.0
Steel	1	0	0	1	0.1
Ice Road	14	6	1	21	3.1
Unspecified	11	0	0	11	1.6
Total	**547**	**128**	**3**	**678**	100.0



Collisions by Road Surface Environmental Condition and Severity

Figure 4.2

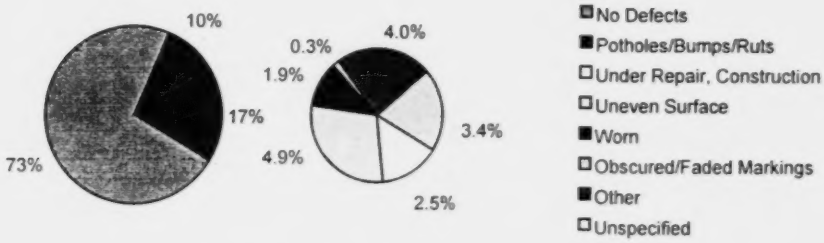
Surface Condition	Property Damage	Personal Injury	Fatal	Total	%
Dry	159	33	1	193	28.5
Wet	22	10	0	32	4.7
Snow (Fresh, Loose)	91	25	2	118	17.4
Slush, Wet Snow	6	1	0	7	1.0
Icy	215	52	0	267	39.4
Loose Sand/Gravel/Dirt	23	3	0	26	3.8
Muddy	5	1	0	6	0.9
Fresh Oil	0	0	0	0	0.0
Flooded	0	0	0	0	0.0
Other	7	3	0	10	1.5
Unspecified	19	0	0	19	2.8
Total	**547**	**128**	**3**	**678**	100



Collisions by Road Defect and Severity

Figure 4.3

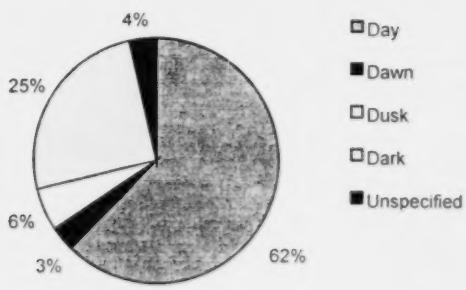
Road Defect	Property Damage	Personal Injury	Fatal	Total	%
No Defects	405	87	2	494	72.9
Potholes/Bumps/Ruts	52	17	0	69	10.2
Under Repair, Construction	12	4	1	17	2.5
Uneven Pavement Surface	22	11	0	33	4.9
Worn	9	4	0	13	1.9
Obscured or Faded Markings	2	0	0	2	0.3
Other	24	3	0	27	4.0
Unspecified	21	2	0	23	3.4
Total	**547**	**128**	**3**	**678**	100.0



Collisions by Light Condition and Severity

Figure 4.4

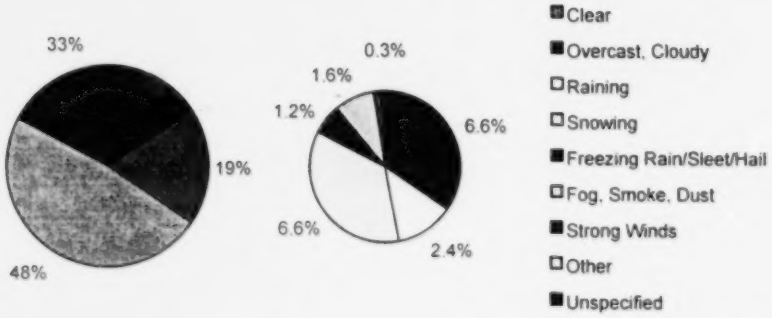
Light Condition	Property Damage	Personal Injury	Fatal	Total	%
Day	343	77	1	421	62.1
Dawn	18	5	0	23	3.4
Dusk	27	11	0	38	5.6
Dark	136	34	2	172	25.4
Unspecified	23	1	0	24	3.5
Total	**547**	**128**	**3**	**678**	100.0



Collisions by Weather Condition and Severity

Figure 4.5

Weather Condition	Property Damage	Personal Injury	Fatal	Total	%
Clear (Sunny)	260	64	3	327	48.2
Overcast, Cloudy (No Precipitation)	188	36	0	224	33.0
Raining	10	6	0	16	2.4
Snowing	35	10	0	45	6.6
Freezing Rain/Sleet/Hail	6	2	0	8	1.2
Visibility Limitations (fog, dust, etc.)	6	5	0	11	1.6
Strong Winds	0	2	0	2	0.3
Other	0	0	0	0	0.0
Unspecified	42	3	0	45	6.6
Total	**547**	**128**	**3**	**678**	100.0

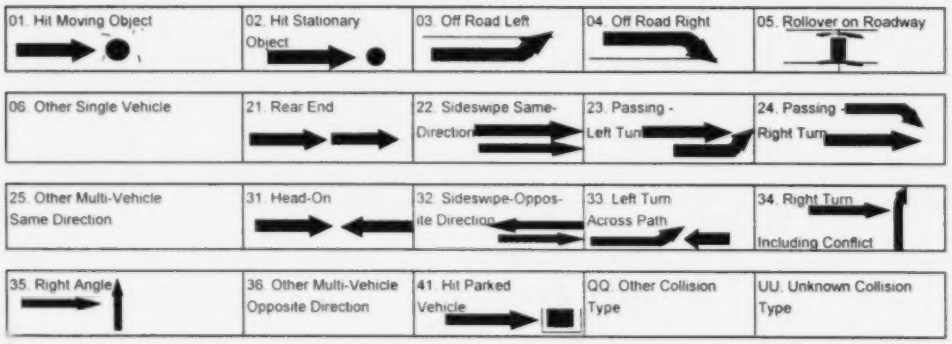


Collisions by Configuration and Severity

Figure 4.6

Configuration*	Property Damage	Personal Injury	Fatal	Total	% of Total
01. Hit Moving Object					
a) With Animal	10	3	0	13	1.9
b) With Pedestrian	1	11	0	12	1.8
c) Other	0	0	0	0	0.0
02. Hit Stationary Object	45	3	0	48	7.1
03. Off Road Left					
a) With Rollover	6	9	0	15	2.2
b) No Rollover	16	2	0	18	2.7
04. Off Road Right					
a) With Rollover	22	13	1	36	5.3
b) No Rollover	7	10	0	17	2.5
05. Rollover on Roadway	5	7	0	12	1.8
06. Other Single Vehicle	6	0	0	6	0.9
21. Rear End	64	32	1	97	14.3
22. Sideswipe - Same Direction	9	1	0	10	1.5
23. Passing - Left Turn	2	1	0	3	0.4
24. Passing - Right Turn	0	0	0	0	0.0
25. Other Multi-Vehicle Same Direction	1	0	0	1	0.1
31. Head-On	10	5	1	16	2.4
32. Sideswipe - Opposite Direction	17	0	0	17	2.5
33. Left Turn Across Path	9	5	0	14	2.1
34. Right Turn Including Conflict	0	3	0	3	0.4
35. Right Angle	82	17	0	99	14.6
36. Other Multi-Vehicle Opposite Direction	17	1	0	18	2.7
41. Hit Parked Vehicle	218	5	0	223	32.9
QQ. Other Collision Type	0	0	0	0	0.0
UU. Unknown Collision Type	0	0	0	0	0.0
Total	**547**	**128**	**3**	**678**	**100.0**

***Collision Configurations**

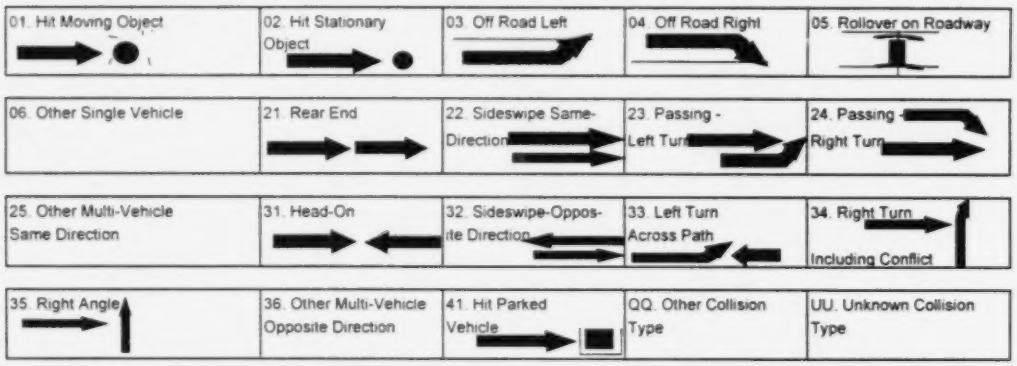

01. Hit Moving Object
02. Hit Stationary Object
03. Off Road Left
04. Off Road Right
05. Rollover on Roadway
06. Other Single Vehicle
21. Rear End
22. Sideswipe Same-Direction
23. Passing - Left Turn
24. Passing - Right Turn
25. Other Multi-Vehicle Same Direction
31. Head-On
32. Sideswipe-Opposite Direction
33. Left Turn Across Path
34. Right Turn Including Conflict
35. Right Angle
36. Other Multi-Vehicle Opposite Direction
41. Hit Parked Vehicle
QQ. Other Collision Type
UU. Unknown Collision Type

Collisions by Configuration and Road System

Figure 4.7

Configuration*	NWT Highways	In Communities	Rural	Total	% of Total
01. Hit Moving Object					
a) With Animal	12	1	0	13	1.9
b) With Pedestrian	0	12	0	12	1.8
c) Other	0	0	0	0	0.0
02. Hit Stationary Object	8	35	5	48	7.1
03. Off Road Left					
a) With Rollover	15	0	0	15	2.2
b) No Rollover	13	5	0	18	2.7
04. Off Road Right					
a) With Rollover	32	3	1	36	5.3
b) No Rollover	13	2	2	17	2.5
05. Rollover on Roadway	8	3	1	12	1.8
06. Other Single Vehicle	3	3	0	6	0.9
21. Rear End	7	90	0	97	14.3
22. Sideswipe - Same Direction	0	10	0	10	1.5
23. Passing - Left Turn	3	0	0	3	0.4
24. Passing - Right Turn	0	0	0	0	0.0
25. Other Multi-Vehicle Same Direction	0	1	0	1	0.1
31. Head-On	1	13	2	16	2.4
32. Sideswipe - Opposite Direction	4	12	1	17	2.5
33. Left Turn Across Path	1	13	0	14	2.1
34. Right Turn Including Conflict	0	3	0	3	0.4
35. Right Angle	3	95	1	99	14.6
36. Other Multi-Vehicle Opposite Direction	2	16	0	18	2.7
41. Hit Parked Vehicle	1	215	7	223	32.9
QQ. Other Collision Type	0	0	0	0	0.0
UU. Unknown Collision Type	0	0	0	0	0.0
Total	**126**	**532**	**20**	**678**	**100.0**

***Collision Configurations**


01. Hit Moving Object
02. Hit Stationary Object
03. Off Road Left
04. Off Road Right
05. Rollover on Roadway
06. Other Single Vehicle
21. Rear End
22. Sideswipe Same-Direction
23. Passing - Left Turn
24. Passing - Right Turn
25. Other Multi-Vehicle Same Direction
31. Head-On
32. Sideswipe-Opposite Direction
33. Left Turn Across Path
34. Right Turn Including Conflict
35. Right Angle
36. Other Multi-Vehicle Opposite Direction
41. Hit Parked Vehicle
QQ. Other Collision Type
UU. Unknown Collision Type

Collisions by Collision Site and Severity

Figure 4.8

Collision Site	Property Damage	Personal Injury	Fatal	Total	%
Non-Intersection	247	63	3	313	46.2
Intersection - Two Public Roadways	108	42	0	150	22.1
Intersection - Parking Lot, Driveway	119	19	0	138	20.4
Railroad Level Crossing	0	0	0	0	0.0
Bridge, Overpass, Viaduct	4	0	0	4	0.6
Tunnel, Underpass	0	1	0	1	0.1
Passing, Climbing Lane	0	0	0	0	0.0
Ramp	0	0	0	0	0.0
Other	60	2	0	62	9.1
Unknown	9	1	0	10	1.5
Total	**547**	**128**	**3**	**678**	**100.0**

Collisions by Collision Site and Road System

Figure 4.9

Collision Site	NWT Highways	In Communities	Rural	Total	%
Non-Intersection	106	195	12	313	46.2
Intersection - Two Public Roadways	13	136	1	150	22.1
Intersection - Parking Lot, Driveway	4	131	3	138	20.4
Railroad Level Crossing	0	0	0	0	0.0
Bridge, Overpass, Viaduct	3	0	1	4	0.6
Tunnel, Underpass	0	1	0	1	0.1
Passing, Climbing Lane	0	0	0	0	0.0
Ramp	0	0	0	0	0.0
Other	0	59	3	62	9.1
Unknown	0	10	0	10	1.5
Total	**126**	**532**	**20**	**678**	**100.0**

Collisions by Roadway Alignment and Severity

Figure 4.10

Road Alignment	Property Damage	Personal Injury	Fatal	Total	%
Straight & Level	392	85	2	479	70.6
Straight with Grade	68	10	0	78	11.5
Curved and Level	39	19	0	58	8.6
Curve with Grade	26	7	1	34	5.0
Top of Hill or Grade	6	0	0	6	0.9
Bottom of Hill or Grade	3	3	0	6	0.9
Other	3	1	0	4	0.6
Unknown	10	3	0	13	1.9
Total	**547**	**128**	**3**	**678**	**100.0**

Collisions by Roadway Type and Severity

Figure 4.11

Road Type	Property Damage	Personal Injury	Fatal	Total	%
One-Way, Two Lane	7	1	0	8	1.2
One-Way, Multi Lane	0	0	0	0	0.0
Undivided, Two-Way, Two Lane	303	96	3	402	59.3
Undivided, Two-Way, Multi Lane	40	19	0	59	8.7
Divided, Barrier Median	0	0	0	0	0.0
Divided with Median, No Barrier	18	9	0	27	4.0
Divided, Divider Unspecified	0	0	0	0	0.0
Other	170	3	0	173	25.5
Unknown	9	0	0	9	1.3
Total	**547**	**128**	**3**	**678**	**100.0**

Collision Sequence of Events by Severity

Figure 4.12

Non-Moving Objects	Property Damage	Personal Injury	Fatal	Total	%
Hit Parked Trailer	1	0	0	1	0.1
Hit Non-Fixed Object	1	0	0	1	0.1
Hit Building	5	0	0	5	0.7
Hit Ditch	0	0	0	0	0.0
Hit Embankment, Dirt Pile, Rock	3	1	0	4	0.6
Hit Culvert End, Drainage Structure	0	0	0	0	0.0
Hit Tree, Bush, Hedge	1	0	0	1	0.1
Hit Utility Pole, Lamp Pole	2	0	0	2	0.3
Hit Curb	0	0	0	0	0.0
Hit Post	5	0	0	5	0.7
Hit Traffic Barrier	1	0	0	1	0.1
Hit Fixed Object Part of Road Structure	2	0	0	2	0.3
Hit Fixed Object NOT Part of Road Structure	2	1	0	3	0.4
Hit Other Type Fixed Object	2	0	0	2	0.3
Sub Total Fixed Objects	**25**	**2**	**0**	**27**	**4.0**
Moveable Objects					
Another Road Vehicle	429	70	2	501	73.9
Animal	10	3	0	13	1.9
Pedestrian	1	11	0	12	1.8
Other Moveable Object	0	0	0	0	0.0
Sub Total Moveable Objects	**440**	**84**	**2**	**526**	**77.6**
Non-Collision Events					
Ran Off Road	23	12	0	35	5.2
Rollover	33	29	1	63	9.3
Jack Knife or Trailer Swing	1	0	0	1	0.1
Fire or Explosion	2	0	0	2	0.3
Load Spill	0	0	0	0	0.0
Load Shift	0	0	0	0	0.0
Submersion	3	0	0	3	0.4
Other Non-Collision Event	0	0	0	0	0.0
Sub Total Non-Collision Events	**62**	**41**	**1**	**104**	**15.3**
Other/Unknown Event	20	1	0	21	3.1
Grand Total	**547**	**128**	**3**	**678**	**100.0**

Collision Sequence of Events by Road System

Figure 4.13

Non-Moving Objects	NWT Highways	In Communities	Rural	Total	%
Hit Parked Trailer	0	1	0	1	0.1
Hit Non-Fixed Object	1	0	0	1	0.1
Hit Building	0	5	0	5	0.7
Hit Ditch	0	0	0	0	0.0
Hit Embankment, Dirt Pile, Rock	2	0	2	4	0.6
Hit Culvert End, Drainage Structure	0	0	0	0	0.0
Hit Tree, Bush, Hedge	0	1	0	1	0.1
Hit Utility Pole, Lamp Pole	0	2	0	2	0.3
Hit Curb	0	0	0	0	0.0
Hit Post	0	5	0	5	0.7
Hit Traffic Barrier	0	1	0	1	0.1
Hit Fixed Object Part of Road Structure	0	2	0	2	0.3
Hit Fixed Object NOT Part of Road Structure	0	2	1	3	0.4
Hit Other Type Fixed Object	0	2	0	2	0.3
Sub Total Fixed Objects	**3**	**21**	**3**	**27**	**4.0**
Moveable Objects					
Another Road Vehicle	22	468	11	501	73.9
Animal	12	1	0	13	1.9
Pedestrian	0	12	0	12	1.8
Other Moveable Object	0	0	0	0	0.0
Sub Total Moveable Objects	**34**	**481**	**11**	**526**	**77.6**
Non-Collision Events					
Ran Off Road	26	7	2	35	5.2
Rollover	55	6	2	63	9.3
Jack Knife or Trailer Swing	1	0	0	1	0.1
Fire or Explosion	1	1	0	2	0.3
Load Spill	0	0	0	0	0.0
Load Shift	0	0	0	0	0.0
Submersion	1	2	0	3	0.4
Other Non-Collision Event	0	0	0	0	0.0
Sub Total Non-Collision Events	**84**	**16**	**4**	**104**	15.3
Unknown Event	**5**	**14**	**2**	**21**	3.1
Grand Total	**126**	**532**	**20**	**678**	**100.0**

Driver Factors

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Driver Factors

This section describes the characteristics of drivers involved in collisions. In 2000, 992 drivers were involved in 678 collisions. This is an average of 1.46 drivers per collision. Details on driver age, gender, condition, action and class of license is presented.

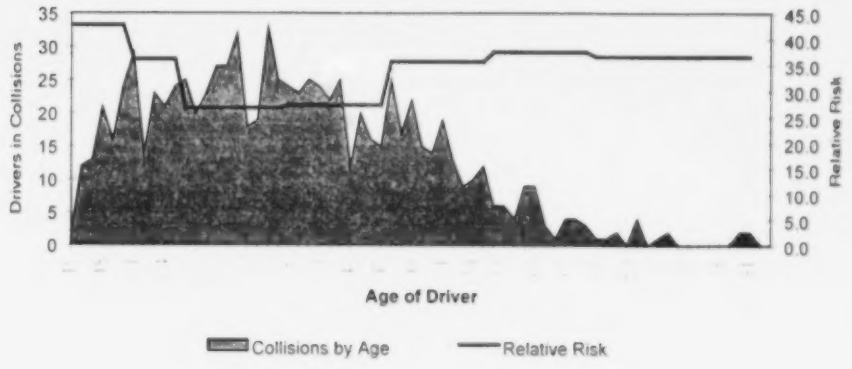
Of particular interest and concern is the over-representation of young drivers in collisions. Drivers aged 15 to 20 years are 1.5 times as likely to be involved in a collision than drivers aged 35 to 44 years. Crash statistics involving young or inexperienced drivers is useful for developing graduated licensing programs.

Licensed Drivers and Drivers in Collisions by Driver Age

Figure 5.1

	Under 16	16 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and Over	Not Stated	Total
Licensed Drivers	98	1,243	2,454	7,035	7,838	5,385	2,062	765	0	26,880
Drivers in Collisions	12	62	111	248	216	159	56	18	110	992

Drivers in Collisions and Relative Risk by Driver Age



Collision Rates (Collisions Per 1,000 Licensed Drivers) by Severity and Driver Age

Figure 5.2

	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and Over	Average Rate
Property Damage	35.9	25.7	19.9	22.1	29.2	28.2	32.6	28.1
Personal Injury & Fatal	6.9	10.4	6.9	5.2	6.5	9.4	4.1	7.1
Total	**42.8**	**36.2**	**26.8**	**27.3**	**35.7**	**37.6**	**36.7**	**35.2**
Relative Risk*	**1.2**	**1.0**	**0.8**	**0.8**	**1.0**	**1.1**	**1.0**	**1.0**

The age of drivers involved in traffic collisions can form the basis of various analysis and countermeasure programs. The reason for this interest is the over-involvement of young drivers in collisions and a disproportionately large number of charges laid as a result of collisions.

Figure 5.1 shows that the relative risk of drivers between the ages of 15 and 20 are 2.4 times more likely to be involved in a collision than the average driving population. On average, 9% of 15 to 20 year olds were involved in collisions, compared to 3% of 36 to 45 year olds.

Other factors such as exposure, risk, experience, alcohol, and vehicle type must be known to fully understand the relationship of driver age and collision involvement. Studies indicate that the risk of having a collision is a factor of driving experience, not just driver age.

Number of Drivers Involved in Collisions by Licence Class and Age

Figure 5.3

Age Group	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Not Req'd.	No Licence	Not Stated	Total
Under 16	0	0	0	0	0	0	0	10	2	0	12
16	0	0	0	0	10	0	0	0	2	0	12
17	0	0	0	0	12	0	1	0	0	0	13
18	0	0	0	0	12	0	6	0	3	0	21
19	0	0	0	0	12	0	3	0	1	0	16
20	0	0	0	1	19	0	0	0	3	1	24
21-24	0	1	1	6	60	0	3	8	5	3	87
25-34	18	3	2	11	195	1	3	9	1	5	248
35-44	19	3	11	23	148	0	2	2	4	4	216
45-54	22	3	5	14	109	1	0	0	3	2	159
55-64	5	0	6	7	38	0	0	0	0	0	56
65 and over	1	0	0	0	16	0	0	1	0	0	18
Not Stated	1	0	0	0	1	0	0	1	1	106	110
Drivers in Collisions	**66**	**10**	**25**	**62**	**632**	**2**	**18**	**31**	**25**	**121**	**992**
Total Licensed Drivers	**1,507**	**271**	**836**	**1,312**	**21,605**	**5**	**1,344**	**N/A**	**N/A**	**N/A**	**26,880**
Relative Risk*	**1.19**	**1.00**	**0.81**	**1.20**	**0.79**	**10.84**	**0.36**	**N/A**	**N/A**	**N/A**	**1.00**

* Relative Risk = (% of Total Collisions in Class)/(% of Total Licence Holders in Class)

Number of Drivers Involved in Collisions by Condition and Age

Figure 5.4

Driver Condition	< 16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Apparently Normal	3	9	9	11	11	18	62	184	173	129	47	13	2	671	67.6
Fatigued, Fell Asleep	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0.2
Inexperience	9	1	2	7	1	1	5	12	8	1	0	0	2	49	4.9
Under Influence - Alcohol	0	2	1	1	4	3	14	18	10	7	0	1	1	62	6.3
Under Influence - Drugs	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.1
Sudden Illness, Lost Consciousness	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0.2
Other Condition	0	0	0	0	0	0	2	7	1	5	3	1	0	19	1.9
Unknown	0	0	1	2	0	2	4	26	23	15	6	2	105	186	18.8
Total	12	12	13	21	16	24	87	248	216	159	56	18	110	992	
%	1.2	1.2	1.3	2.1	1.6	2.4	8.8	25.0	21.8	16.0	5.6	1.8	11.1		100.0

Number of Drivers Involved in Collisions by Driver Action and Age

Figure 5.5

Driver Action	< 16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Driving Properly	0	4	3	5	5	4	17	95	83	67	20	6	0	309	31.1
Following Too Closely	0	0	0	0	1	1	3	8	7	4	1	1	0	26	2.6
Distracted, Inattentive	1	0	0	2	0	5	7	17	12	6	2	3	1	56	5.6
Driving Too Fast	0	2	2	3	3	7	12	31	24	17	6	0	2	109	11.0
Improper Turning or Passing	0	0	0	3	0	0	5	5	2	1	2	0	0	18	1.8
Failing to Yield Right of Way	4	1	3	0	2	1	6	11	13	12	3	3	0	59	5.9
Disobeying Traffic Control/Officer	2	0	0	0	0	0	2	5	2	4	0	0	0	15	1.5
Driving on Wrong Side of Road	0	0	1	0	0	0	0	0	1	2	0	0	0	4	0.4
Driving in Wrong Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Backing Unsafely	2	0	4	3	1	4	10	27	31	22	8	3	6	121	12.2
Lost Control	3	3	0	4	3	2	19	31	27	17	11	1	3	124	12.5
Other Driver Action	0	1	0	0	1	0	3	8	4	1	1	1	0	20	2.0
Unknown	0	1	0	1	0	0	3	10	10	6	2	0	98	131	13.2
Total	**12**	**12**	**13**	**21**	**16**	**24**	**87**	**248**	**216**	**159**	**56**	**18**	**110**	**992**	
%	1.2	1.2	1.3	2.1	1.6	2.4	8.8	25.0	21.8	16.0	5.6	1.8	11.1		**100.0**

Vehicle Factors

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Vehicle Factors

There were a total of 1,197 vehicles involved in 678 collisions in 2000. This is an average of 1.77 vehicles per collision. This section provides details on the different vehicle types involved in collisions.

While TAIS gives a fairly accurate account of the different types of vehicles involved in collisions, it is difficult to compare the relative involvement rate. For example, a highway transport truck, on average, travels 10 times more distance in a year than a passenger car. It is, therefore, necessary to determine the exposure of different types of vehicles. Obtaining accurate and useful information about the travel patterns and distances of different vehicles is a major challenge.

Number of Vehicles in Collisions by Vehicle Type and Severity

Figure 6.1

Vehicle Type	Property Damage	Personal Injury	Fatal	Total	%
Passenger Car	310	66	0	376	31.4
Passenger Van	97	12	1	110	9.2
Light Utility Vehicle	98	20	0	118	9.9
Pickup Truck	320	61	0	381	31.8
Panel/Cargo Van	24	7	0	31	2.6
Other Truck/Van <= 4536 kg	12	1	0	13	1.1
Unit Truck > 4536 kg	16	2	1	19	1.6
Road Tractor	10	6	0	16	1.3
School Bus	2	0	0	2	0.2
Small School Bus	0	0	0	0	0.0
Urban Transit Bus	0	1	0	1	0.1
Intercity Bus	1	0	0	1	0.1
Bus - Unspecified	0	0	0	0	0.0
Motorcycle	2	4	0	6	0.5
Limited Speed Motorcycle	0	0	0	0	0.0
Off Road Vehicles (ATV)	0	0	0	0	0.0
Bicycle	1	6	0	7	0.6
Motor Home	0	0	0	0	0.0
Farm Equipment	0	0	0	0	0.0
Construction Equipment	2	0	0	2	0.2
Fire Engine	0	0	0	0	0.0
Snowmobile	9	14	3	26	2.2
Streetcar	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unknown	88	0	0	88	7.4
Total	**992**	**200**	**5**	**1197**	100.0

Number of Vehicles in Collisions by Vehicle Condition and Severity

Figure 6.2

Vehicle Condition	Property Damage	Personal Injury	Fatal	Total	%
No Apparent Defect	808	169	4	981	82.0
Defective Brakes	3	1	0	4	0.3
Defective Steering	0	0	0	0	0.0
Defective Lighting	1	2	1	4	0.3
Tire Blown Out	2	0	0	2	0.2
Unsecured Load, Spilled Load	0	0	0	0	0.0
Oversized Load, Overload	1	0	0	1	0.1
Visibility Obstructed	6	2	0	8	0.7
Other Defective Vehicular Parts	13	0	0	13	1.1
Other Vehicular Factor	1	1	0	2	0.2
Unknown	157	25	0	182	15.2
Total	**992**	**200**	**5**	**1197**	100.0

Number of Vehicles in Collisions by Vehicle Manoeuvre and Severity

Figure 6.3

Vehicle Manoeuvre	Property Damage	Personal Injury	Fatal	Total	%
Going Straight Ahead	299	114	5	418	34.9
Turning Left	53	13	0	66	5.5
Turning Right	44	10	0	54	4.5
Making U-Turn	1	0	0	1	0.1
Changing Lanes	8	2	0	10	0.8
Merging	0	0	0	0	0.0
Reversing	137	4	0	141	11.8
Overtaking	2	1	0	3	0.3
Negotiating Curve	42	15	0	57	4.8
Slowing or Stopped in Traffic	74	30	0	104	8.7
Starting in Traffic	3	0	0	3	0.3
Leaving Roadside	2	0	0	2	0.2
Stopped/Parked Legally	220	5	0	225	18.8
Stopped/Parked Illegally	6	0	0	6	0.5
Swerving to Avoid Collision	9	5	0	14	1.2
Run-away or Roll-away Vehicle	2	0	0	2	0.2
Unspecified Manoeuvre	0	1	0	1	0.1
Other	0	0	0	0	0.0
Unknown	90	0	0	90	7.5
Total	**992**	**200**	**5**	**1197**	100.0

Number of Vehicles in Collisions by Vehicle Year and Severity

Figure 6.4

Model Year	Property Damage	Personal Injury	Fatal	Total	%
2001	11	2	0	13	1.1
2000	81	19	0	100	8.4
1999	109	17	1	127	10.6
1998	93	17	0	110	9.2
1997	72	13	0	85	7.1
1996	46	9	0	55	4.6
1995	57	14	0	71	5.9
1994	49	16	0	65	5.4
1993	57	14	0	71	5.9
1992	42	10	0	52	4.3
1991	28	8	0	36	3.0
1990	37	3	0	40	3.3
1989 & Older	203	48	2	253	21.1
Unspecified	107	10	2	119	9.9
Total	**992**	**200**	**5**	**1197**	100.0

Victims and Occupant Restraints

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Victims and Occupant Restraints

The Traffic Accident Information System (TAIS) attempts to capture information on all road users involved in collisions, whether they are injured or not. This data can be used to calculate exposure rates for road users by injury severity, age, road user class, gender and many other variables.

Figures 7.6, 7.7 and 7.8 show the relationships between the severity of injury to motor vehicle occupants and seat belt use. The number of persons injured while using seat belts is much higher than those not using them. This is because more than 80% of all motor vehicle occupants are belted in during a crash. The severity of injury is also lower for victims using seat belts. In the Northwest Territories, 90% of victims wearing seat belts were not injured. On the other hand, nearly 20% of the victims who were not wearing seat belts were injured or killed.

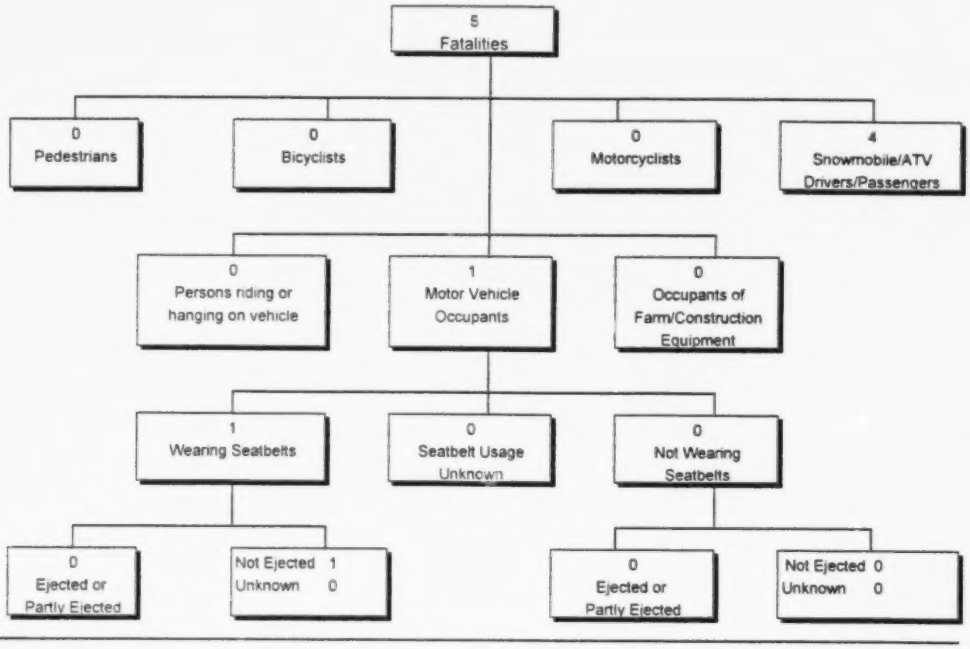
The proper use of seat belts is an important factor when evaluating their effectiveness in reducing or preventing injuries. This is especially true of young children and the use of child restraints. In the Northwest Territories, less than 35% of children are restrained at all. It is estimated that only half of these are in a correctly installed device and in a device that is appropriate for the size and age of the child.

To combat the problem of child restraint misuse-use, child car seat inspection clinics are carried out by the Hay River, Inuvik and Yellowknife Fire Departments. The Car Seat Instructors Program is available to increase the number of qualified persons to conduct inspections at clinics and at occupant restraint checkstops.

For more information on the Car Seat Instructors Program, please call the Department of Transportation, Road Licensing and Safety Division at (867) 920-8918.

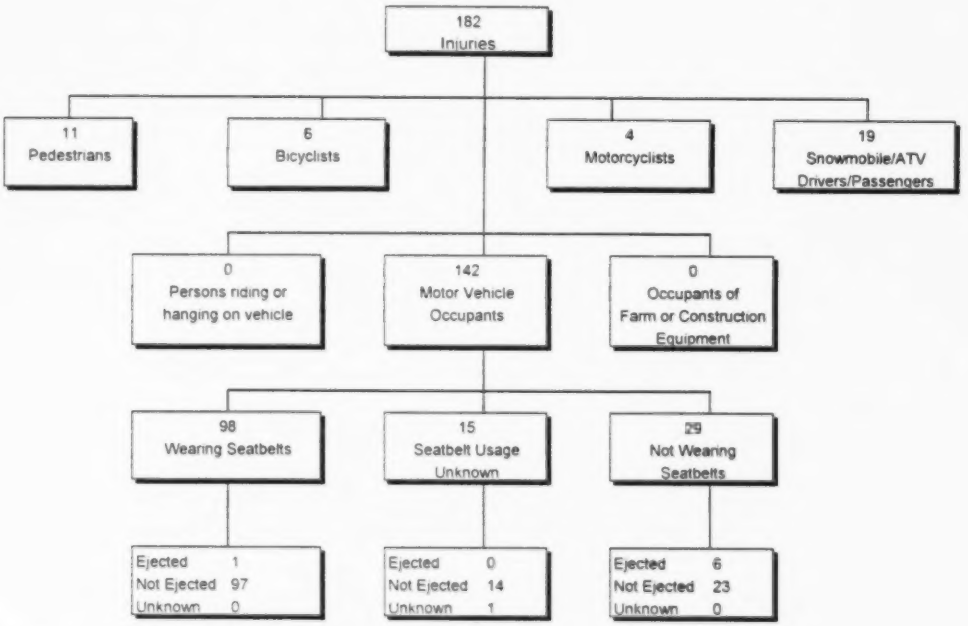
Fatalities Classification
(January 1 to December 31, 2000)

Figure 7.1



Injuries Classification
(January 1 to December 31, 2000)

Figure 7.2



Persons Injured by Road User Class and Age Group

Figure 7.3

Road User Class	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total	%
Motor Vehicle Driver	0	0	5	12	25	22	15	8	0	0	**87**	47.8
Motor Vehicle Passenger	4	8	8	10	6	7	2	2	1	7	**55**	30.2
Pedestrian	0	3	0	1	4	0	0	0	1	2	**11**	6.0
Bicyclist	0	4	1	0	1	0	0	0	0	0	**6**	3.3
Motorcyclist (includes passengers	0	0	0	0	3	0	0	0	1	0	**4**	2.2
ATV Operators & Passengers	0	0	0	0	0	0	0	0	0	0	**0**	0.0
Snowmobile Operators & Passengers	0	4	2	4	6	2	0	0	0	1	**19**	10.4
Farm/Construction Equipment	0	0	0	0	0	0	0	0	0	0	**0**	0.0
Other	0	0	0	0	0	0	0	0	0	0	**0**	0.0
Unspecified	0	0	0	0	0	0	0	0	0	0	**0**	0.0
Total	**4**	**19**	**16**	**27**	**45**	**31**	**17**	**10**	**3**	**10**	**182**	100.0

Persons Killed by Road User Class and Age Group

Figure 7.4

Road User Class	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total	%
Motor Vehicle Driver	0	0	0	0	0	0	1	0	0	0	**1**	20.0
Motor Vehicle Passenger	0	0	0	0	0	0	0	0	0	0	**0**	0.0
Pedestrian	0	0	0	0	0	0	0	0	0	0	**0**	0.0
Bicyclist	0	0	0	0	0	0	0	0	0	0	**0**	0.0
Motorcyclist (includes passengers	0	0	0	0	0	0	0	0	0	0	**0**	0.0
ATV Operators & Passengers	0	0	0	0	0	0	0	0	0	0	**0**	0.0
Snowmobile Operators & Passengers	0	0	0	3	1	0	0	0	0	0	**4**	80.0
Farm/Construction Equipment	0	0	0	0	0	0	0	0	0	0	**0**	0.0
Other	0	0	0	0	0	0	0	0	0	0	**0**	0.0
Unspecified	0	0	0	0	0	0	0	0	0	0	**0**	0.0
Total	**0**	**0**	**0**	**3**	**1**	**0**	**1**	**0**	**0**	**0**	**5**	100.0

Persons Injured or Killed by Road User Class and Gender

Figure 7.5

Road User Class	Persons Injured Male	Female	Unknown	Total	Persons Killed Male	Female	Unknown	Total
Motor Vehicle Driver	56	31	0	**87**	1	0	0	**1**
Motor Vehicle Passenger	19	36	0	**55**	0	0	0	**0**
Pedestrian	8	3	0	**11**	0	0	0	**0**
Bicyclist	3	3	0	**6**	0	0	0	**0**
Motorcyclist (includes passengers)	4	0	0	**4**	0	0	0	**0**
ATV Operators & Passengers	0	0	0	**0**	0	0	0	**0**
Snowmobile Operators & Passengers	10	9	0	**19**	4	0	0	**4**
Farm/Construction Equipment	0	0	0	**0**	0	0	0	**0**
Other	0	0	0	**0**	0	0	0	**0**
Unspecified	0	0	0	**0**	0	0	0	**0**
Total	**100**	**82**	**0**	**182**	**5**	**0**	**0**	**5**

Motor Vehicle* Occupants by Injury Severity and Restraint Use

Figure 7.6

Injury Severity	Not Restrained	Lap Belt Only	Lap & Torso Belt	Child Restraint Device	Restraint Use Unknown	Total	%
Not Injured	125	47	808	21	335	**1336**	90.3
Minimal Injuries	12	6	43	1	4	**66**	4.5
Minor Injuries	13	7	31	0	8	**59**	4.0
Major (Hospital Admission)	4	0	2	0	0	**6**	0.4
Fatal	0	0	1	0	0	**1**	0.1
Injured - Extent Unknown	0	1	7	0	3	**11**	0.7
Total	**154**	**61**	**892**	**22**	**350**	**1479**	100.0

* Excludes occupants of motorcycles, mopeds, snowmobiles, all-terrain vehicles, and farm/construction equipment

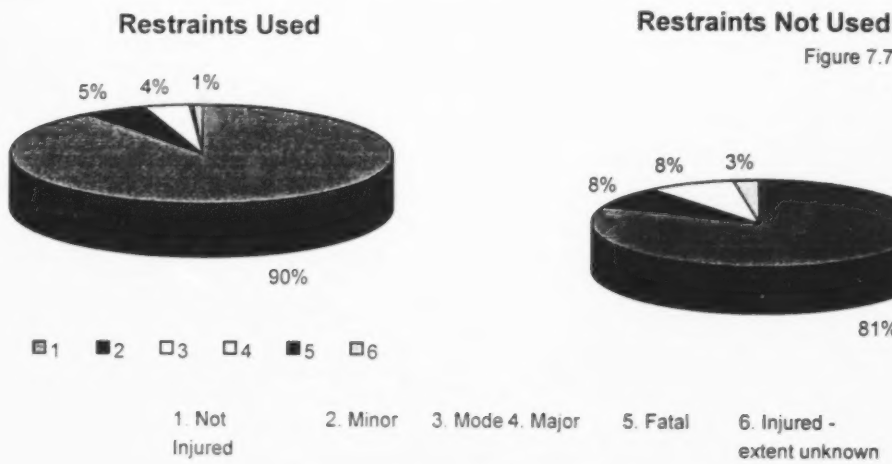


Figure 7.7

Note: The totals used to calculate the percentages in Figures 7.2 and 7.3 do not include occupants where seat belt use was as "unknown".

Injury Classification

1 Not Injured - no visible signs or any complaint of injury
2 Minor - minor complaint of injury by victim, but no medical treatment required
3 Moderate - an injury requiring medical attention but not serious enough to require hospital admission
4 Major - an injury serious enough to require hospital admission
5 Fatal - death within 30 days as a result of injuries incurred in the traffic collision
6 Injured- Extent Unknown - victim sustained injuries, precise extent unknown

Motor Vehicle* Occupants by Injury Severity & Age Group

Figure 7.8

Restraints Used

Injury Severity	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total
Not Injured	41	61	86	95	173	179	134	43	15	49	876
Minimal Injuries	1	6	1	9	12	11	9	1	0	0	50
Minor Injuries	3	2	2	3	9	11	4	3	0	1	38
Major (Hospital Admission)	0	0	0	0	1	1	0	0	0	0	2
Fatal	0	0	0	0	0	0	1	0	0	0	1
Injured - Extent Unknown	0	0	0	2	1	1	3	1	0	0	8
Total	**45**	**69**	**89**	**109**	**196**	**203**	**151**	**48**	**15**	**50**	**975**

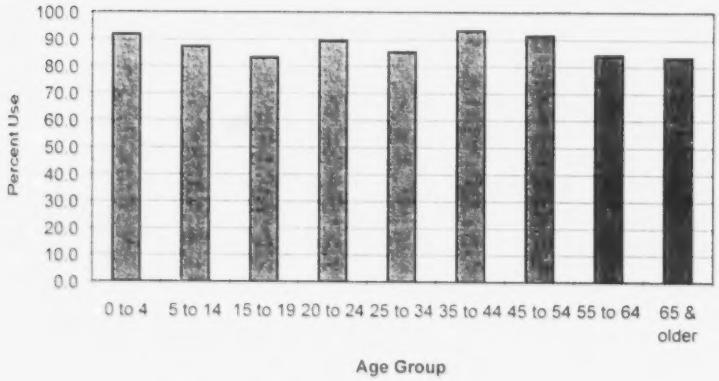
Restraints Not Used

Injury Severity	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total
Not Injured	4	10	10	8	29	12	14	5	3	30	125
Minimal Injuries	0	0	3	3	3	2	0	1	0	0	12
Minor Injuries	0	0	4	2	2	1	0	3	0	1	13
Major (Hospital Admission)	0	0	1	0	0	0	0	0	0	3	4
Fatal	0	0	0	0	0	0	0	0	0	0	0
Injured - Extent Unknown	0	0	0	0	0	0	0	0	0	0	0
Total	**4**	**10**	**18**	**13**	**34**	**15**	**14**	**9**	**3**	**34**	**154**

* Excludes occupants of motorcycles, mopeds, snowmobiles, all-terrain vehicles, and farm/construction equipment

Victim Restraint Use Rate by Victim Age

Figure 7.9



Pedestrians

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Pedestrians

2000 Quick Facts on Pedestrian Collisions

- 11 injured
- none killed
- 27% of the pedestrians injured were under the age of 15
- All of the pedestrians were injured within a community
- 45.5% of pedestrians had been drinking or were impaired by alcohol

Pedestrians Injured or Killed by Age Group

Figure 8.1

	Age Group											
	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total	%
Injured	0	3	0	1	4	0	0	0	1	2	11	100.0
Killed	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	0	3	0	1	4	0	0	0	1	2	11	
%	0.0	27.3	0.0	9.1	36.4	0.0	0.0	0.0	9.1	18.2	100.0	100.0

Pedestrians Injured or Killed by Pedestrian Action and Age Group

Figure 8.2

	Age Group											
Pedestrian Action	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total	%
Crossing Intersection With Traffic Control, With Right-of-Way	0	0	0	1	1	0	0	0	0	1	3	27.3
Crossing Intersection With Traffic Control, Without Right-of-Way	0	0	0	0	0	0	0	0	0	0	0	0.0
Crossing Intersection - No Traffic Control	0	0	0	0	0	0	0	0	0	0	0	0.0
Crossing Roadway at Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0.0
Crossing Roadway Not at Intersection	0	0	0	0	0	0	0	0	0	0	0	0.0
Walking Along Roadway Against Traffic	0	0	0	0	0	0	0	0	0	0	0	0.0
Walking Along Roadway With Traffic	0	0	0	0	1	0	0	0	0	0	1	9.1
On Sidewalk, Median, Safety Zone	0	0	0	0	0	0	0	0	0	0	0	0.0
Walking on Travelled Part of Roadway Against Traffic	0	0	0	0	0	0	0	0	0	0	0	0.0
Walking on Travelled Part of Roadway With Traffic	0	0	0	0	0	0	0	0	0	0	0	0.0
Coming from Behind Parked Vehicle/Object on Roadside	0	0	0	0	0	0	0	0	0	0	0	0.0
Coming from Behind Moving Vehicle	0	2	0	0	0	0	0	0	1	0	3	27.3
Running into Roadway	0	1	0	0	1	0	0	0	0	1	3	27.3
Getting On/Off School Bus	0	0	0	0	0	0	0	0	0	0	0	0.0
Getting On/Off Other Vehicles	0	0	0	0	0	0	0	0	0	0	0	0.0
Pushing Vehicle on Road	0	0	0	0	0	0	0	0	0	0	0	0.0
Working on Vehicle on Side of Road	0	0	0	0	0	0	0	0	0	0	0	0.0
Playing on Roadway	0	0	0	0	0	0	0	0	0	0	0	0.0
Working on Roadway	0	0	0	0	0	0	0	0	0	0	0	0.0
Lying on Road	0	0	0	0	0	0	0	0	0	0	0	0.0
Other	0	0	0	0	0	0	0	0	0	0	0	0.0
Unknown	0	0	0	0	1	0	0	0	0	0	1	9.1
Total	0	3	0	1	4	0	0	0	1	2	11	100.0

Pedestrians Injured or Killed By Place of Occurrence and Injury Severity

Figure 8.3

Place of Occurrence	Killed	Injured	Total	%
Urban	0	11	11	100.0
Rural	0	0	0	0.0
Unspecified	0	0	0	0.0
Total	0	11	11	100.0

Pedestrians Injured or Killed by Accident Site

Figure 8.4

Accident Site	Killed	Injured	Total	%
Non-Intersection	0	4	4	36.4
At Intersection of At Least Two Roadways	0	5	5	45.5
Intersection With Parking Lot/Driveway/Alley	0	1	1	9.1
Railroad Level Crossing	0	0	0	0.0
Bridge/Overpass/Viaduct	0	0	0	0.0
Tunnel or Underpass	0	0	0	0.0
Passing Lane/Climbing Lane	0	0	0	0.0
Other	0	0	0	0.0
Unspecified	0	1	1	9.1
Total	**0**	**11**	**11**	100.0

Pedestrians Injured or Killed by Pedestrian Condition

Figure 8.5

Pedestrian Condition	Killed	Injured	Total	%
Apparently Normal	0	5	5	45.5
Had Been Drinking	0	5	5	45.5
Impaired by Alcohol	0	0	0	0.0
Unknown	0	1	1	9.1
Total	**0**	**11**	**11**	100.0

Alcohol

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Alcohol

REDUCING ALCOHOL AS A FACTOR IN MOTOR VEHICLE COLLISIONS

The Department of Transportation believes too many people are being killed and injured as a result of drinking and driving in the Northwest Territories. In the fall of 1995, an inter agency committee was struck to develop recommendations to reduce drinking and driving. A draft report containing the recommendations was completed in the summer of 1996.

Amongst the recommendations are:

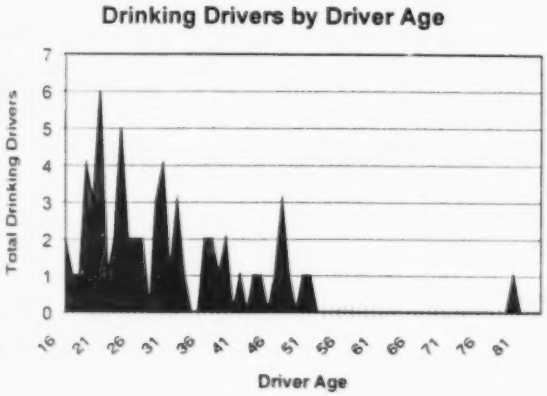
- 0 blood alcohol concentration (BAC) for new drivers
- immediate roadside suspension for a BAC greater than .04%
- 30 to 90 day administrative license suspension
- increase statutory license suspensions
- mandatory education program for first and second offenders
- develop assessment and treatment programs for repeat offenders

The purpose of the recommendations are to reduce the extent of deaths and injuries on NWT roadways. The Department of Transportation, Road Licensing and Safety Division is working with other agencies to realize a reduction in alcohol-related crashes.

Drinking Drivers in Collisions by Driver Age and Gender

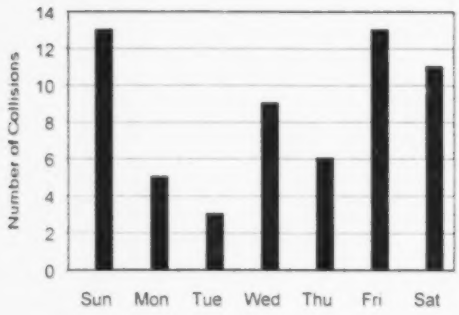
Figure 9.1

Driver Age	Male	Female	Not Stated	Total Drinking Drivers
Under 16	0	0	0	0
16	2	0	0	2
17	0	1	0	1
18	1	0	0	1
19	2	2	0	4
20	3	0	0	3
21 to 24	13	1	0	14
25 to 34	17	1	0	18
35 to 44	7	3	0	10
45 to 54	6	1	0	7
55 to 64	0	0	0	0
65 & Older	1	0	0	1
Not Stated	0	0	1	1
Total	52	9	1	62



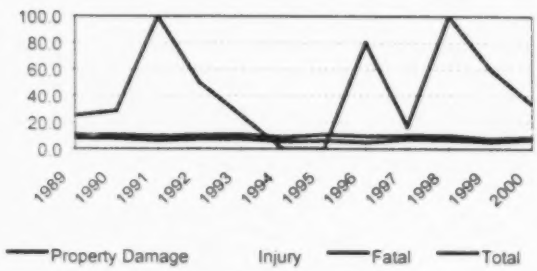
Collisions Involving Alcohol by Day of Week

Figure 9.2



Percentage of Collisons Involving Alcohol by Year and Severity

Figure 9.3



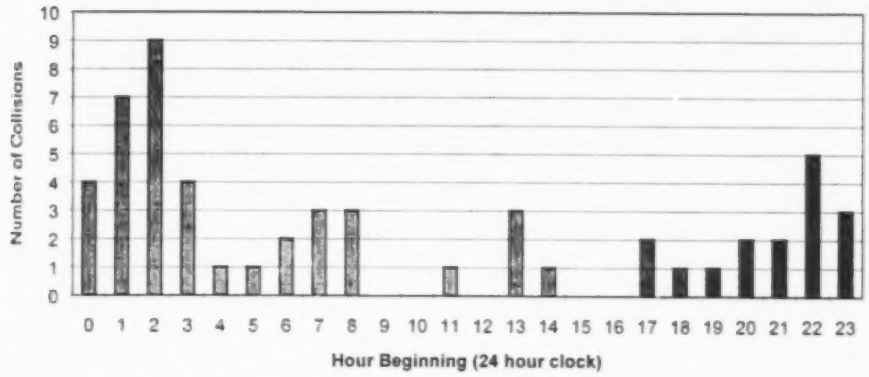
Number of Collisions and Victims Involving Alcohol

Figure 9.4

	Number of Collisions					Number of Victims			
Year	Property Damage	Personal Injury	Fatal	Total	% of Total Collisions	Injured	Killed	Total	% of Total Victims
1989	56	38	2	96	10.9	63	2	65	24.0
1990	53	32	2	87	10.6	45	2	47	22.6
1991	46	37	3	86	9.7	75	3	78	31.3
1992	50	38	3	91	10.5	59	3	62	23.3
1993	38	35	1	74	10.9	67	1	68	23.7
1994	32	34	0	66	8.9	51	0	51	20.9
1995	33	41	0	74	10.9	62	0	62	27.2
1996	25	28	8	61	9.6	50	8	58	26.7
1997	33	28	1	62	10.3	43	1	44	19.2
1998	31	27	2	60	10.2	45	2	47	23.7
1999	29	21	3	53	7.7	54	5	59	20.8
2000	41	18	1	60	8.8	30	3	33	17.6
Average	39	31	2	73	9.9	54	3	56	23.4

Number of Alcohol Related Collisions by Time of Day

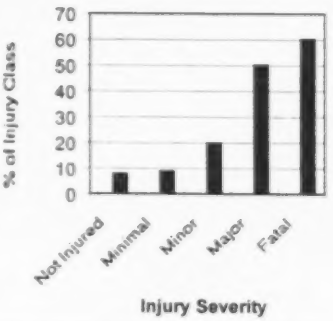
Figure 9.5



Injury Severity by Alcohol Involvement

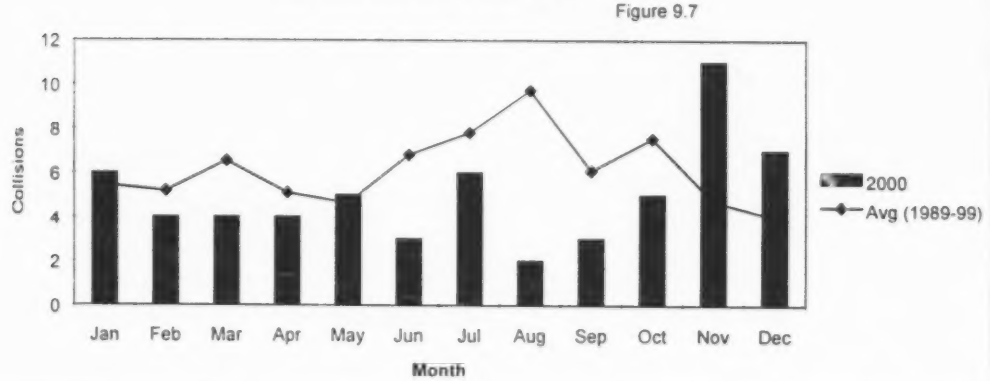
Figure 9.6

Injury Severity	Alcohol Involvement Yes	No	Totals	% with Alcohol
Not Injured	106	1,252	1358	7.8
Minimal Injuries	7	73	80	8.8
Minor	14	57	71	19.7
Major	6	6	12	50.0
Fatal	3	2	5	60.0
Injured - Extent Unknown	3	16	19	15.8
Total	**139**	**1406**	**1545**	**9.0**



Alcohol-Involved Collisions by Month

Figure 9.7



Off-Road Vehicles

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Off-Road Vehicles

Off-road vehicles, including snowmobiles and All-Terrain Vehicles (ATVs) are a common form of transportation throughout the Northwest Territories. The NWT is unique in that these types of vehicles are permitted to operate on roadways in communities. Despite their widespread use, relatively little is known about collisions involving snowmobiles and ATVs. Part of the problem lies with under-reporting to the police. Only those collisions that occur on or adjacent to a roadway are captured by TAIS. This section attempts to describe the details of collisions with off-road vehicles.

From the Figures, the following facts can be noted:

- 63% of off-road vehicle collisions result in injuries or death
- 50% of off-road vehicle drivers involved in collisions are 24 years of age or younger
- 29.2% of off-road vehicle drivers in collisions had been drinking or were impaired by alcohol
- only 21.6% of off-road vehicle drivers or passengers in collisions were wearing helmets

Off-Road Vehicle Collisions by Month and Severity

Figure 10.1

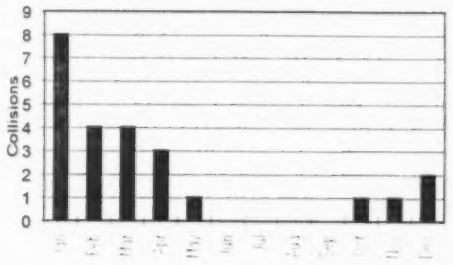
	Number of Collisions				Number of Victims	
Month	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	3	4	1	8	6	1
February	2	2	0	4	2	0
March	1	3	0	4	5	0
April	1	2	0	3	2	0
May	0	1	0	1	1	0
June	0	0	0	0	0	0
July	0	0	0	0	0	0
August	0	0	0	0	0	0
September	0	0	0	0	0	0
October	0	0	1	1	2	3
November	1	0	0	1	0	0
December	1	1	0	2	1	0
Total	**9**	**13**	**2**	**24**	**19**	**4**

Off-Road Vehicle Collisions by Vehicle Type

Figure 10.2

	Snowmobile	ATV	Total
Total Victims	**23**	**0**	**23**
Killed	4	0	4
Injured	19	0	19
Total Vehicles Involved	**26**	**0**	**26**
Fatal	3	0	3
Injury	14	0	14
Property Damage	9	0	9

Off-Road Vehicle Collisions by Month



Off-Road Vehicle Drivers in Collisions by Driver Age and Gender

Figure 10.3

	Snowmobile			ATV				
Age Group	Male	Female	Unknown	Male	Female	Unknown	Total	%
0 to 4	0	0	0	0	0	0	0	0.0
5 to 14	1	2	0	0	0	0	3	12.5
15 to 19	1	0	0	0	0	0	1	4.2
20 to 24	6	2	0	0	0	0	8	33.3
25 to 34	7	1	0	0	0	0	8	33.3
35 to 44	2	0	0	0	0	0	2	8.3
45 to 54	0	0	0	0	0	0	0	0.0
55 to 64	0	0	0	0	0	0	0	0.0
65 & Over	1	0	0	0	0	0	1	4.2
Unknown	0	0	1	0	0	0	1	4.2
Total	18	5	1	0	0	0	24	100.0

Off-Road Vehicle Drivers in Collisions by Driver Condition and Severity

Figure 10.4

Driver Condition	Property Damage	Personal Injury	Fatal	Total	%
Apparently Normal	3	5	1	9	37.5
Fatigue/Fell Asleep	0	0	0	0	0.0
Inexperience	1	4	0	5	20.8
Under Influence - Alcohol	1	4	2	7	29.2
Under Influence - Drugs	0	0	0	0	0.0
Sudden Illness, Lost Consiousness	0	0	0	0	0.0
Other Condition	0	0	0	0	0.0
Unknown	2	1	0	3	12.5
Total	7	14	3	24	100.0

Off-Road Vehicle Drivers in Collisions by Driver Action and Severity

Figure 10.5

Driver Action	Property Damage	Personal Injury	Fatal	Total	%
Driving Properly	0	1	0	1	4.2
Following Too Closely	0	0	0	0	0.0
Distracted, Inattentive	0	0	1	1	4.2
Driving Too Fast for Conditions	3	3	2	8	33.3
Improper Turning or Passing	0	0	0	0	0.0
Failed to Yield Right-of-Way	1	1	0	2	8.3
Disobeyed Traffic Control or Officer	0	3	0	3	12.5
Driving on Wrong Side of Road	0	0	0	0	0.0
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	0	1	0	1	4.2
Lost Control	3	4	0	7	29.2
Other	0	0	0	0	0.0
Unknown	0	1	0	1	4.2
Total	**7**	**14**	**3**	**24**	**100.0**

Off-Road Vehicle Occupants by Injury Severity and Helmet Use

Figure 10.6

Injury Severity	Helmet Worn	Helmet Not Worn	Unknown	Total	%
Not Injured	3	11	1	15	39.5
Minimal Injuries	0	4	0	4	10.5
Minor Injuries	2	7	0	9	23.7
Major (Hospital Admission)	2	3	0	5	13.2
Fatal	0	4	0	4	10.5
Injured - Extent Unknown	1	0	0	1	2.6
Total	**8**	**29**	**1**	**38**	**100.0**

Geographic Distribution

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Geographic Distribution

Figure 11.1 is a detailed summary of collisions by Region, RCMP detachment and severity. Sixty-one percent of the collisions took place in the North Slave Region. The North Slave Region also accounted for 48.4% of persons injured. Four-fifths of the fatalities took place in the Inuvik Region. Figure 11.2 shows collision rates per 100 licensed drivers, registered vehicles and population by Region and RCMP detachment.

Figure 11.3 describes collisions that occurred on the NWT Highway system. Collisions are summarized by location (along numbered highways), date, severity, configuration, and the number of persons injured and killed. Highway 3 (Yellowknife Highway) accounted for 35% of the collisions occurring on the numbered highway system.

Figure 11.4 is a map showing the number of collisions on various segments of the NWT Highway system, including Access and Winter roads. Figure 11.5 is a map showing the corresponding collision rates expressed in the number of collisions per million vehicle-kilometres of travel.

Collisions by Region, RCMP Detachment and Severity

Figure 11.1

A - Inuvik Region

RCMP Detachment	Number of Collisions: Property Damage	Personal Injury	Fatal	Total	Number of Victims: Injured	Killed
Aklavik	1	2	1	4	4	1
Deline	2	0	0	2	0	0
Fort Good Hope	1	1	1	3	3	3
Fort McPherson	5	1	0	6	1	0
Holman	0	0	0	0	0	0
Inuvik	61	11	0	72	17	0
Norman Wells	2	2	0	4	2	0
Sachs Harbour	0	0	0	0	0	0
Tuktoyaktuk	5	3	0	8	4	0
Tulita	1	0	0	1	0	0
Sub Total Inuvik Region	**78**	**20**	**2**	**100**	**31**	**4**

B - Fort Simpson Region

RCMP Detachment	Number of Collisions: Property Damage	Personal Injury	Fatal	Total	Number of Victims: Injured	Killed
Fort Liard	15	5	0	20	6	0
Fort Simpson	15	6	0	21	7	0
Sub Total Fort Simpson Region	**30**	**11**	**0**	**41**	**13**	**0**

C - South Slave Region

RCMP Detachment	Number of Collisions: Property Damage	Personal Injury	Fatal	Total	Number of Victims: Injured	Killed
Hay River	60	19	0	79	32	0
Fort Providence	6	5	0	11	7	0
Fort Resolution	3	1	0	4	2	0
Fort Smith	20	8	0	28	9	0
Lutsel K'e	0	0	0	0	0	0
Sub Total South Slave Region	**89**	**33**	**0**	**122**	**50**	**0**

D - North Slave Region

RCMP Detachment	Number of Collisions: Property Damage	Personal Injury	Fatal	Total	Number of Victims: Injured	Killed
Rae/Wha Ti	36	10	1	47	18	1
Yellowknife	314	54	0	368	70	0
Sub Total North Slave Region	**350**	**64**	**1**	**415**	**88**	**1**
Total - All Regions	**547**	**128**	**3**	**678**	**182**	**5**

Collision Rates by Region and RCMP Detachment

Figure 11.2

A - Inuvik Region

RCMP Detachment	Number of Collisions	Licensed Drivers	Registered Vehicles	Population (2000 estimate)	Collision Rates: Collisions/ 100 Licensed Drivers	Collision Rates: Collisions/ 100 Registered Vehicles	Collision Rates: Collisions/ 100 Population
Aklavik	4	184	90	748	2.17	4.44	0.53
Deline	2	167	59	645	1.20	3.39	0.31
Fort Good Hope	3	190	67	843	1.58	4.48	0.36
Fort McPherson	6	255	188	1,105	2.35	3.19	0.54
Holman	0	74	102	470	0.00	0.00	0.00
Inuvik	72	2,098	1,808	3,451	3.43	3.98	2.09
Norman Wells	4	673	765	882	0.59	0.52	0.45
Sachs Harbour	0	46	35	153	0.00	0.00	0.00
Tuktoyaktuk	8	325	250	1,132	2.46	3.20	0.71
Tulita	1	153	62	506	0.65	1.61	0.20
Sub Total Inuvik Region	**100**	**4,165**	**3,426**	**9,935**	**2.40**	**2.92**	**1.01**

B - Fort Simpson Region

RCMP Detachment	Number of Collisions	Licensed Drivers	Registered Vehicles	Population (2000 estimate)	Collision Rates: Collisions/ 100 Licensed Drivers	Collision Rates: Collisions/ 100 Registered Vehicles	Collision Rates: Collisions/ 100 Population
Fort Liard	20	242	276	524	8.26	7.25	3.82
Fort Simpson	21	913	951	1,656	2.30	2.21	1.27
Sub Total Fort Simpson Region	**41**	**1,155**	**1,227**	**2,180**	**3.55**	**3.34**	**1.88**

C - South Slave Region

RCMP Detachment	Number of Collisions	Licensed Drivers	Registered Vehicles	Population (2000 estimate)	Collision Rates: Collisions/ 100 Licensed Drivers	Collision Rates: Collisions/ 100 Registered Vehicles	Collision Rates: Collisions/ 100 Population
Hay River	79	3,127	5,509	4,191	2.53	1.43	1.88
Fort Providence	11	307	311	837	3.58	3.54	1.31
Fort Resolution	4	258	224	562	1.55	1.79	0.71
Fort Smith	28	1,696	1,635	2,625	1.65	1.71	1.07
Lutsel K'e	0	75	46	377	0.00	0.00	0.00
Sub Total South Slave Region	**122**	**5,463**	**7,725**	**8,592**	**2.23**	**1.58**	**1.42**

D - North Slave Region

RCMP Detachment	Number of Collisions	Licensed Drivers	Registered Vehicles	Population (2000 estimate)	Collision Rates: Collisions/ 100 Licensed Drivers	Collision Rates: Collisions/ 100 Registered Vehicles	Collision Rates: Collisions/ 100 Population
Rae/Wha Ti	47	881	719	2,772	5.33	6.54	1.70
Yellowknife	368	15,216	14,606	18,231	2.42	2.52	2.02
Sub Total North Slave Region	**415**	**16,097**	**15,325**	**21,003**	**2.58**	**2.71**	**1.98**
Total - All Regions	**678**	**26,880**	**27,703**	**41,710**	**2.52**	**2.45**	**1.63**

Collisions on the NWT Highway System

Figure 11.3

Highway #1 (Mackenzie)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	22.8	4-Aug-2000	Property Damage	Single Vehicle Rollover	0	0
	33.8	6-Jan-2000	Property Damage	Single Vehicle Rollover	0	0
	40.0	31-Mar-2000	Injury	Single Vehicle Rollover	2	0
	40.0	1-Oct-2000	Property Damage	Ran Off Road	0	0
	40.4	17-Nov-2000	Injury	Ran Off Road	1	0
	61.0	24-Jul-2000	Injury	Ran Off Road	1	0
	67.6	23-Dec-2000	Injury	Ran Off Road	1	0
	73.0	14-Oct-2000	Injury	Single Vehicle Rollover	3	0
	81.8	28-Oct-2000	Injury	Single Vehicle Rollover	2	0
	109.8	5-Aug-2000	Property Damage	Ran Off Road	0	0
	298.0	22-Sep-2000	Injury	Single Vehicle Rollover	2	0
	316.0	20-Oct-2000	Injury	Ran Off Road	1	0
	375.0	24-Jun-2000	Property Damage	Other Single Vehicle Collision	0	0
	454.4	9-Jun-2000	Injury	Single Vehicle Rollover	1	0
	610.0	16-Feb-2000	Property Damage	Animal Strike	0	0
	625.0	21-Feb-2000	Property Damage	Ran Off Road	0	0
	687.2	14-Dec-2000	Property Damage	Ran Off Road	0	0

Summary Highway #1	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	8	9	0	17	14	0

Highway #2 (Hay River)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	14.0	13-Feb-2000	Property Damage	Single Vehicle Rollover	0	0
	16.0	1-Oct-2000	Property Damage	Single Vehicle Rollover	0	0
	25.6	21-Jan-2000	Injury	Single Vehicle Rollover	1	0
	37.0	14-Dec-2000	Property Damage	Rear End	0	0
	38.3	9-Jun-2000	Property Damage	Right Angle	0	0
	39.1	18-Oct-2000	Injury	Rear End	1	0
	39.6	3-Jul-2000	Property Damage	Single Vehicle Rollover	0	0
	40.0	13-Feb-2000	Property Damage	Collision with Fixed Object	0	0
	40.0	12-Aug-2000	Property Damage	Single Vehicle Rollover	0	0
	40.7	19-Dec-2000	Property Damage	Single Vehicle Rollover	0	0
	41.2	13-Sep-2000	Injury	Single Vehicle Rollover	1	0

Summary Highway #2	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	8	3	0	11	3	0

Highway #3 (Yellowknife)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	25.9	13-Feb-2000	Injury	Ran Off Road	1	0
	27.7	26-Oct-2000	Property Damage	Animal Strike	0	0
	46.0	22-Sep-2000	Injury	Animal Strike	1	0
	56.4	10-Dec-2000	Injury	Animal Strike	1	0
	82.0	1-Jul-2000	Injury	Ran Off Road	3	0
	116.4	29-Jun-2000	Property Damage	Other Single Vehicle Collision	0	0
	135.0	24-Oct-2000	Property Damage	Animal Strike	0	0
	150.0	1-Oct-2000	Property Damage	Animal Strike	0	0
	154.0	12-Sep-2000	Property Damage	Animal Strike	0	0
	185.0	28-Jan-2000	Injury	Single Vehicle Rollover	2	0
	196.0	2-Nov-2000	Property Damage	Ran Off Road	0	0
	238.0	21-Oct-2000	Property Damage	Other Multi-Vehicle Different Direction	0	0
	244.0	8-Aug-2000	Property Damage	Single Vehicle Rollover	0	0
	245.0	22-Jul-2000	Property Damage	Rear End	0	0
	248.0	19-Dec-2000	Property Damage	Single Vehicle Rollover	0	0
	250.0	2-Apr-2000	Property Damage	Collision with Fixed Object	0	0
	250.0	28-May-2000	Injury	Single Vehicle Rollover	5	0
	255.2	12-May-2000	Injury	Passing - Left Turn	1	0
	258.0	8-Oct-2000	Property Damage	Ran Off Road	0	0
	260.0	8-May-2000	Property Damage	Collision with Fixed Object	0	0
	262.0	13-Apr-2000	Property Damage	Ran Off Road	0	0
	264.0	5-Sep-2000	Property Damage	Single Vehicle Rollover	0	0
	269.0	23-Oct-2000	Injury	Single Vehicle Rollover	1	0
	271.0	2-Mar-2000	Injury	Ran Off Road	1	0
	272.0	4-Nov-2000	Property Damage	Single Vehicle Rollover	0	0
	280.0	2-Nov-2000	Property Damage	Single Vehicle Rollover	0	0
	288.3	20-Feb-2000	Injury	Single Vehicle Rollover	1	0
	288.8	1-Nov-2000	Property Damage	Single Vehicle Rollover	0	0
	292.0	4-Aug-2000	Fatal	Single Vehicle Rollover	2	1
	298.8	17-Mar-2000	Property Damage	Sideswipe - Opposite Direction	0	0
	317.7	12-Jan-2000	Property Damage	Animal Strike	0	0
	323.8	27-Aug-2000	Property Damage	Single Vehicle Rollover	0	0
	338.3	4-Feb-2000	Property Damage	Collision with Fixed Object	0	0
	338.8	10-Mar-2000	Injury	Rear End	1	0
	338.8	15-May-2000	Property Damage	Collision with Fixed Object	0	0

Summary Highway #3	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	23	11	1	35	20	1

Highway #4 (Ingraham Trail)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	0.0	16-Nov-2000	Injury	Left Turn Across Path	2	0
	0.6	21-Oct-2000	Property Damage	Collision with Fixed Object	0	0
	1.4	19-Jul-2000	Injury	Single Vehicle Rollover	2	0
	1.5	13-Dec-2000	Property Damage	Rear End	0	0
	3.1	1-Feb-2000	Property Damage	Passing - Left Turn	0	0
	11.8	14-May-2000	Property Damage	Collision with Fixed Object	0	0
	16.8	12-Apr-2000	Property Damage	Sideswipe - Opposite Direction	0	0
	19.2	22-May-2000	Injury	Ran Off Road	1	0
	36.3	18-Jun-2000	Property Damage	Single Vehicle Rollover	0	0
	42.0	3-Jan-2000	Property Damage	Rear End	0	0
	54.0	24-May-2000	Property Damage	Ran Off Road	0	0
	58.0	28-Feb-2000	Injury	Ran Off Road	2	0
	59.2	26-Feb-2000	Property Damage	Single Vehicle Rollover	0	0

Summary Highway #4	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	9	4	0	13	7	0

Highway #5 (Fort Smith Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	2.2	11-Nov-2000	Property Damage	Collision with Fixed Object	0	0
	5.0	30-Jul-2000	Injury	Ran Off Road	5	0
	5.0	2-Aug-2000	Property Damage	Single Vehicle Rollover	0	0
	15.5	13-Feb-2000	Injury	Single Vehicle Rollover	4	0
	98.0	24-Oct-2000	Property Damage	Animal Strike	0	0
	106.0	10-Sep-2000	Property Damage	Animal Strike	0	0
	110.0	9-Dec-2000	Property Damage	Animal Strike	0	0
	115.0	19-Oct-2000	Injury	Single Vehicle Rollover	1	0
	156.0	5-Mar-2000	Injury	Single Vehicle Rollover	2	0
	188.0	17-Oct-2000	Property Damage	Single Vehicle Rollover	0	0
	243.3	13-Mar-2000	Property Damage	Single Vehicle Rollover	0	0

Summary Highway #5	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	7	4	0	11	12	0

Highway #6 (Fort Resolution Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed

Summary Highway #6	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	0	0	0	0	0	0

Highway #7 (Liard Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	132.6	24-May-2000	Property Damage	Single Vehicle Rollover	0	0
	135.0	20-Jun-2000	Injury	Single Vehicle Rollover	1	0
	142.0	11-Nov-2000	Property Damage	Ran Off Road	0	0
	168.1	8-Mar-2000	Property Damage	Single Vehicle Rollover	0	0
	184.1	7-Jan-2000	Injury	Ran Off Road	1	0
	217.7	19-Jul-2000	Injury	Single Vehicle Rollover	1	0

Summary Highway #7	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	3	3	0	6	3	0

Highway #8 (Dempster Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	3.0	2-Feb-2000	Property Damage	Ran Off Road	0	0
	19.2	2-Jan-2000	Injury	Animal Strike	1	0
	132.4	27-Sep-2000	Property Damage	Ran Off Road	0	0
	168.0	5-Aug-2000	Injury	Single Vehicle Rollover	1	0
	229.2	11-Sep-2000	Property Damage	Single Vehicle Rollover	0	0
	269.3	14-Sep-2000	Injury	Single Vehicle Rollover	1	0
	269.8	3-Feb-2000	Property Damage	Passing - Left Turn	0	0
	272.4	17-Oct-2000	Property Damage	Other Multi-Vehicle Different Direction	0	0

Summary Highway #8	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	5	3	0	8	3	0

Access and Winter Roads	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
Aklavik Winter Access Road	3-Jan-2000	Fatal	Rear End	1	1
Aklavik Winter Access Road	22-Mar-2000	Property Damage	Single Vehicle Rollover	0	0
Deline Winter Access Road	10-Mar-2000	Property Damage	Sideswipe - Opposite Direction	0	0
Dettah Access Road	14-Jan-2000	Property Damage	Right Angle	0	0
Dettah Access Road	31-Jan-2000	Property Damage	Collision with Parked Vehicle	0	0
Dettah Access Road	14-Dec-2000	Property Damage	Ran Off Road	0	0
Fort Liard Access Road	10-Jan-2000	Property Damage	Single Vehicle Rollover	0	0
Fort Simpson Access Road	12-Feb-2000	Property Damage	Ran Off Road	0	0
Hay River Reserve Access Road	2-Oct-2000	Property Damage	Single Vehicle Rollover	0	0
Highway 3 Ice Crossing	12-Jan-2000	Property Damage	Other Single Vehicle Collision	0	0
Inuvik-Tuktoyaktuk Winter Road	19-Feb-2000	Property Damage	Single Vehicle Rollover	0	0
Inuvik-Tuktoyaktuk Winter Road	18-Mar-2000	Injury	Single Vehicle Rollover	2	0
Inuvik-Tuktoyaktuk Winter Road	21-Mar-2000	Property Damage	Single Vehicle Rollover	0	0
Inuvik-Tuktoyaktuk Winter Road	12-Apr-2000	Property Damage	Right Angle	0	0
Inuvik-Tuktoyaktuk Winter Road	21-Apr-2000	Property Damage	Single Vehicle Rollover	0	0
Inuvik-Tuktoyaktuk Winter Road	27-Apr-2000	Property Damage	Ran Off Road	0	0
Inuvik-Tuktoyaktuk Winter Road	3-May-2000	Property Damage	Single Vehicle Rollover	0	0
Inuvik-Tuktoyaktuk Winter Road	27-Dec-2000	Injury	Single Vehicle Rollover	6	0
Mackenzie Highway Winter Road	28-Feb-2000	Injury	Single Vehicle Rollover	1	0
Mackenzie Highway Winter Road	11-Mar-2000	Property Damage	Sideswipe - Opposite Direction	0	0
Rae Access Road	22-Jan-2000	Injury	Single Vehicle Rollover	1	0
Rae Lakes Winter Access Road	3-Mar-2000	Property Damage	Ran Off Road	0	0
Rae Lakes Winter Access Road	24-Mar-2000	Property Damage	Single Vehicle Rollover	0	0
Vee Lake Access Road	9-Jan-2000	Property Damage	Head-on	0	0
Yellowknife Access Road	19-Dec-2000	Injury	Single Vehicle Rollover	1	0

Summary Access and Winter Roads	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	19	5	1	25	12	1

Summary All NWT Highways	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	82	42	2	126	74	2

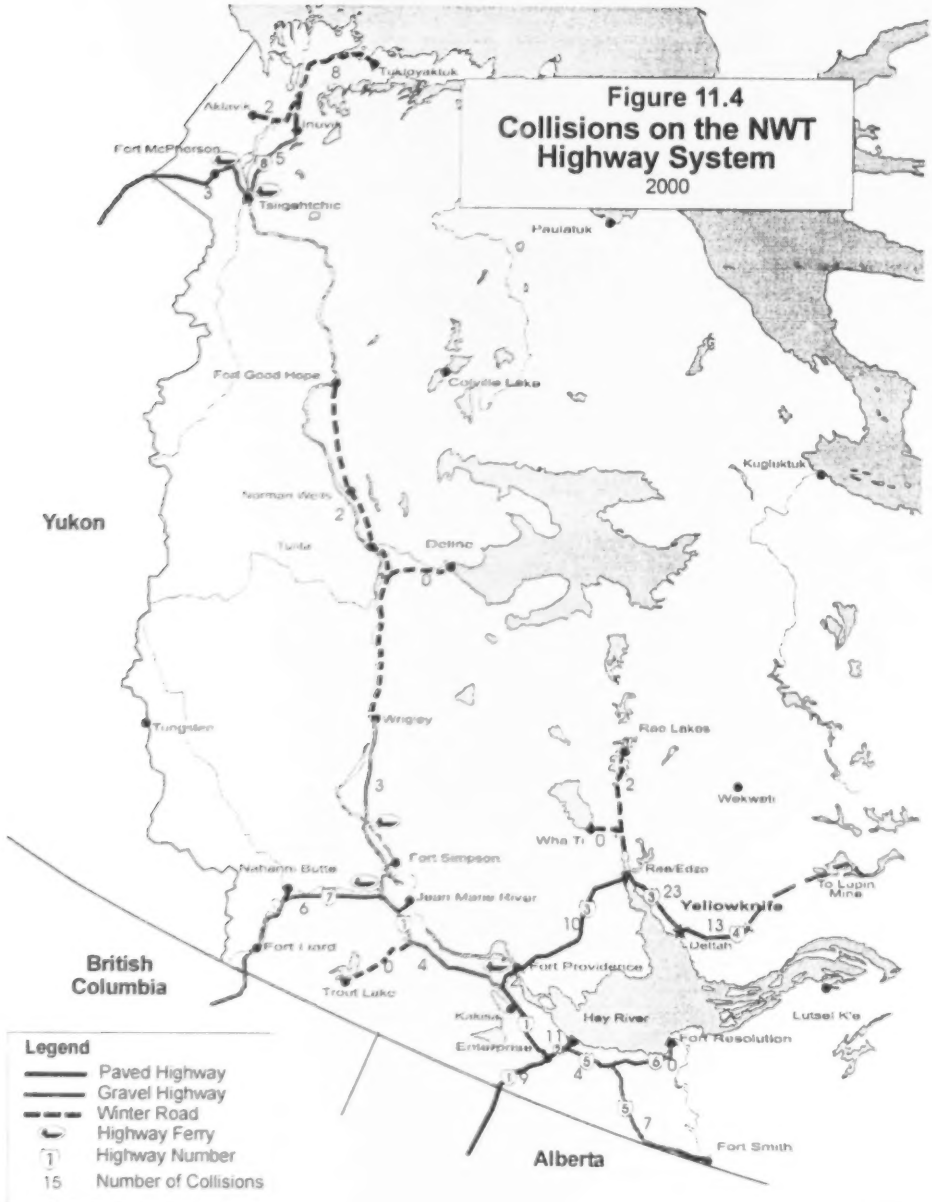
Figure 11.4
Collisions on the NWT Highway System
2000
Tuktoyaktuk
Aklavik
Inuvik
Fort McPherson
Tsiigehtchic
Paulatuk
Fort Good Hope
Colville Lake
Kugluktuk
Norman Wells
Yukon
Tulita
Deline
Wrigley
Tungsten
Rae Lakes
Wekweti
Nahanni Butte
Fort Simpson
Jean Marie River
Rae/Edzo
Yellowknife
To Lupin Mine
Fort Liard
Trout Lake
Fort Providence
Kakisa
Hay River
Lutsel K'e
Enterprise
Fort Resolution
Fort Smith
British Columbia
Alberta
Legend
Paved Highway
Gravel Highway
Winter Road
Highway Ferry
Highway Number
Number of Collisions

Figure 11.5
Collision Rates on the NWT Highway System
2000
Aklavik
Inuvik
Fort McPherson
0.81
1.11
Tsiigehtchic
Paulatuk
Fort Good Hope
Colville Lake
Kugluktuk
Norman Wells
Yukon
Tulita
Deline
Tungsten
Wrigley
Kakisa Lakes
2.50
Wekweti
Fort Simpson
Nahanni Butte
0.77
1.88
Jean Marie River
Wha Ti
Rae/Edzo
1.02
Yellowknife
To Lupin Mine
0.66
1.86
Dettah
Fort Liard
0.00
British Columbia
0.60
Fort Providence
0.63
Trout Lake
Kakisa
0.11
Hay River
Lutsel K'e
Enterprise
1.08
Fort Resolution
1.27
1.14
0.00
1.15
Fort Smith
Alberta
Legend
Paved Highway
Gravel Highway
Winter Road
Highway Ferry
Highway Number
1.50 Collisions/Million Vehicle Kilometres

Appendix

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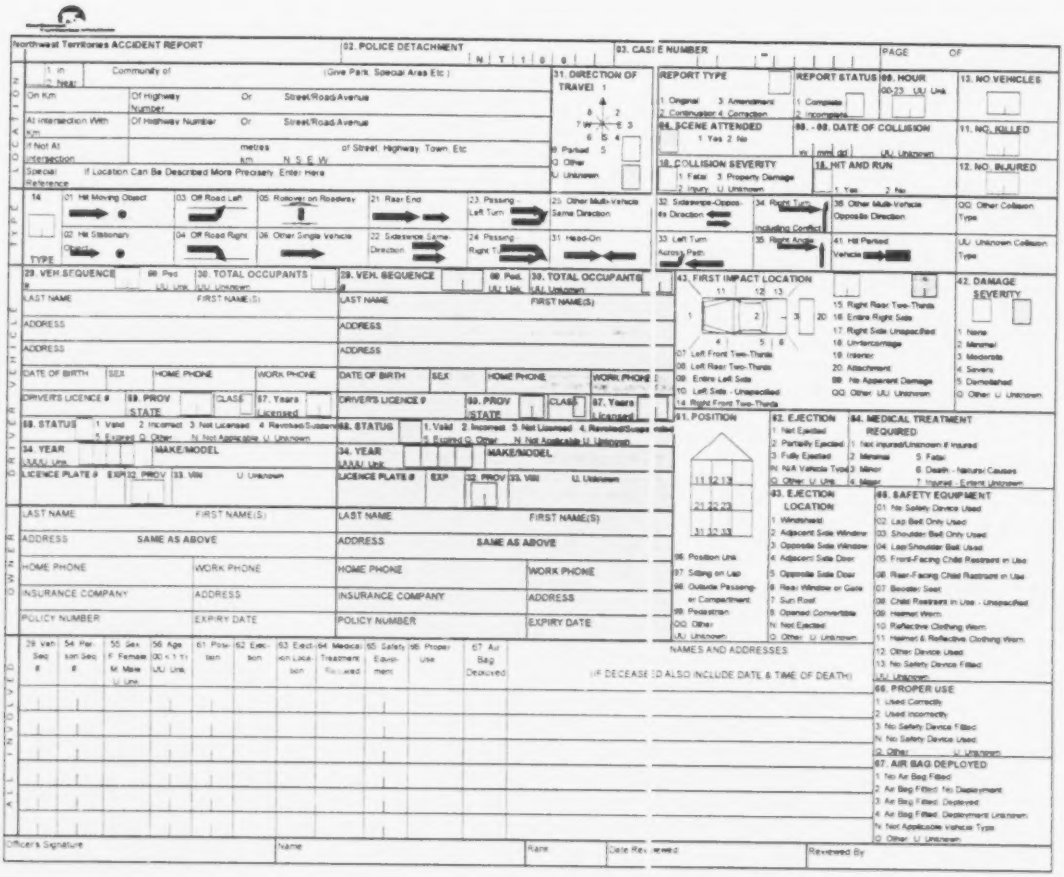
Section	A1	Northwest Territories Motor Vehicle Accident (MVA) Report Form Side I	72
	A2	Northwest Territories MVA Report Form Side II	73
	A3	Brief Description of Fatal Collisions	74



Northwest Territories ACCIDENT REPORT

02. POLICE DETACHMENT

03. CASE NUMBER

PAGE OF

LOCATION

1. in 2. Near Community of (Give Park, Special Area Etc.)

On Km Of Highway Number Or Street/Road/Avenue

At Intersection With Km Of Highway Number Or Street/Road/Avenue

If Not At Intersection metres km of Street, Highway, Town, Etc. N S E W

Special Reference If Location Can Be Described More Precisely, Enter Here

31. DIRECTION OF TRAVEL 1 2 3 4 5 6 7 8 Parked 9 Other U Unknown

REPORT TYPE 1. Original 3. Amendment 2. Continuation 4. Correction

REPORT STATUS 1. Complete 2. Incomplete

00. HOUR 00-23 UU Unk

13. NO. VEHICLES

04. SCENE ATTENDED 1. Yes 2. No

05. - 06. DATE OF COLLISION yy mm dd UU Unknown

11. NO. KILLED

08. COLLISION SEVERITY 1. Fatal 3. Property Damage 2. Injury U Unknown

18. HIT AND RUN 1. Yes 2. No

12. NO. INJURED

TYPE

14. TYPE

01. Hit Moving Object

02. Hit Stationary Object

03. Off Road Left

04. Off Road Right

05. Rollover on Roadway

06. Other Single Vehicle

21. Rear End

22. Sideswipe Same Direction

23. Passing - Left Turn

24. Passing - Right Turn

25. Other Multi-Vehicle Same Direction

31. Head-On

32. Sideswipe-Opposite Direction

33. Left Turn Across Path

34. Right Turn Including Conflict

35. Right Angle

36. Other Multi-Vehicle Opposite Direction

41. Hit Parked Vehicle

QQ. Other Collision Type

UU Unknown Collision Type

VEHICLE

29. VEH. SEQUENCE #

99. Pos. UU Unk

30. TOTAL OCCUPANTS UU Unknown

LAST NAME FIRST NAME(S)

ADDRESS

ADDRESS

DATE OF BIRTH SEX HOME PHONE WORK PHONE

DRIVER'S LICENCE # 69. PROV STATE CLASS 67. Years Licensed

68. STATUS 1. Valid 2. Incorrect 3. Not Licensed 4. Revoked/Suspended 5. Expired Q. Other N. Not Applicable U. Unknown

34. YEAR UUUU Unk MAKE/MODEL

LICENCE PLATE # EXP 32. PROV 33. VIN U. Unknown

42. DAMAGE SEVERITY 1. None 2. Minimal 3. Moderate 4. Severe 5. Demolished Q. Other U. Unknown

43. FIRST IMPACT LOCATION 07. Left Front Two-Thirds 08. Left Rear Two-Thirds 09. Entire Left Side 10. Left Side - Unspecified 14. Right Front Two-Thirds 15. Right Rear Two-Thirds 16. Entire Right Side 17. Right Side Unspecified 18. Undercarriage 19. Interior 20. Attachment 99. No Apparent Damage QQ. Other UU. Unknown

DRIVER

61. POSITION 11 12 13 21 22 23 31 32 33 95. Position Unk 97. Sitting on Lap 98. Outside Passenger Compartment 99. Pedestrian QQ. Other UU. Unknown

62. EJECTION 1. Not Ejected 2. Partially Ejected 3. Fully Ejected N. N/A Vehicle Type Q. Other U. Unk

64. MEDICAL TREATMENT REQUIRED 1. Not Injured/Unknown if Injured 2. Minimal 3. Minor 4. Major 5. Fatal 6. Death - Natural Causes 7. Injured - Extent Unknown

OWNER

LAST NAME FIRST NAME(S)

ADDRESS SAME AS ABOVE

HOME PHONE WORK PHONE

INSURANCE COMPANY ADDRESS

POLICY NUMBER EXPIRY DATE

63. EJECTION LOCATION 1 Windshield 2 Adjacent Side Window 3 Opposite Side Window 4 Adjacent Side Door 5 Opposite Side Door 6 Rear Window or Gate 7 Sun Roof 8 Opened Convertible N Not Ejected Q Other U Unknown

65. SAFETY EQUIPMENT 01 No Safety Device Used 02 Lap Belt Only Used 03 Shoulder Belt Only Used 04 Lap/Shoulder Belt Used 05 Front-Facing Child Restraint in Use 06 Rear-Facing Child Restraint in Use 07 Booster Seat 08 Child Restraint in Use - Unspecified 09 Helmet Worn 10 Reflective Clothing Worn 11 Helmet & Reflective Clothing Worn 12 Other Device Used 13 No Safety Device Fitted UU Unknown

ALL INVOLVED

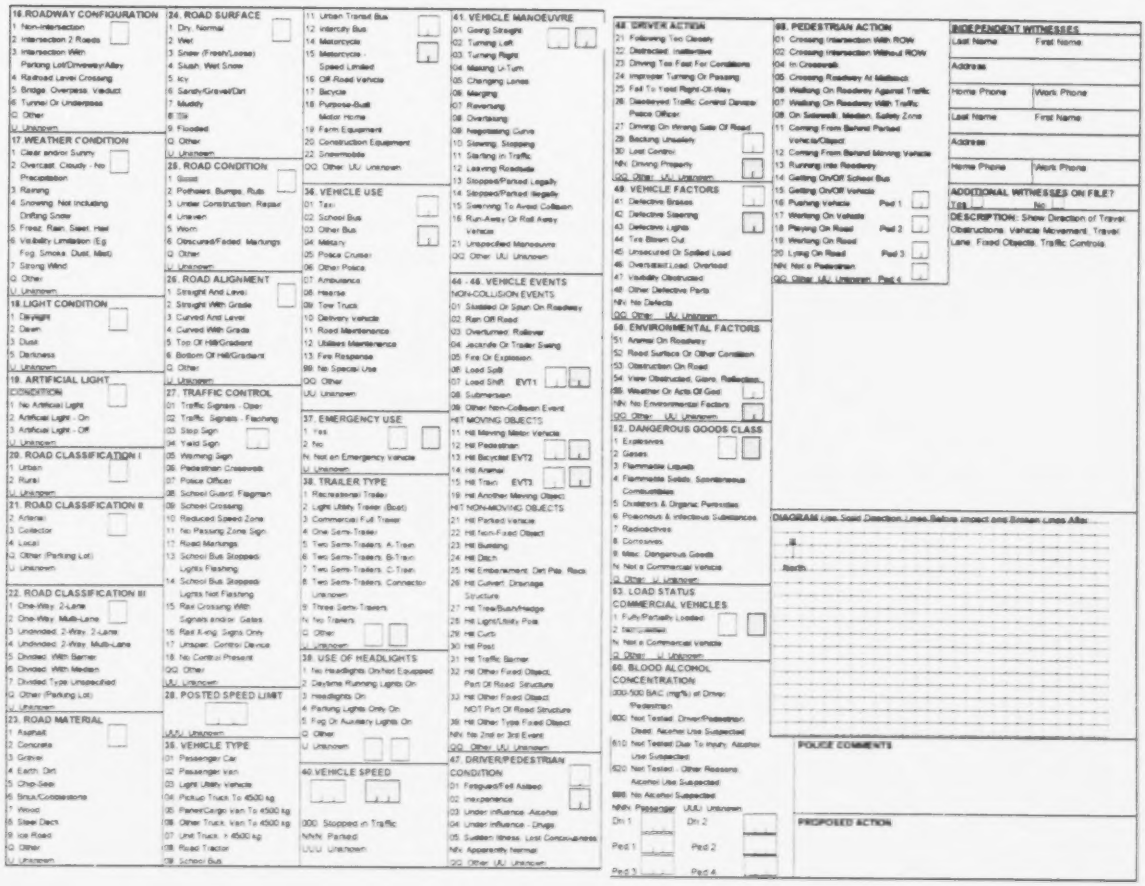
29. Veh Seq # | 54. Person Seq # | 55. Sex F Female M Male U Unk | 56. Age 00 < 1 Yr UU Unk | 61. Position | 62. Ejection | 63. Ejection Location | 64. Medical Treatment Required | 65. Safety Equipment | 66. Proper Use | 67. Air Bag Deployed

NAMES AND ADDRESSES (IF DECEASED ALSO INCLUDE DATE & TIME OF DEATH)

66. PROPER USE 1. Used Correctly 2. Used Incorrectly 3. No Safety Device Fitted N. No Safety Device Used Q. Other U. Unknown

67. AIR BAG DEPLOYED 1. No Air Bag Fitted 2. Air Bag Fitted, No Deployment 3. Air Bag Fitted, Deployed 4. Air Bag Fitted, Deployment Unknown N. Not Applicable Vehicle Type Q. Other U. Unknown

Officer's Signature | Name | Rank | Date Reviewed | Reviewed By



18. ROADWAY CONFIGURATION
1 Non-Intersection
2 Intersection 2 Roads
3 Intersection With Parking Lot/Driveway/Alley
4 Railroad Level Crossing
5 Bridge, Overpass, Viaduct
6 Tunnel Or Underpass
Q Other
U Unknown

17. WEATHER CONDITION
1 Clear and/or Sunny
2 Overcast, Cloudy - No Precipitation
3 Raining
4 Snowing, Not Including Drifting Snow
5 Freez. Rain, Sleet, Hail
6 Visibility Limitation (Eg. Fog, Smoke, Dust, Mist)
7 Strong Wind
Q Other
U Unknown

19. LIGHT CONDITION
1 Daylight
2 Dawn
3 Dusk
5 Darkness
U Unknown

19. ARTIFICIAL LIGHT CONDITION
1 No Artificial Light
2 Artificial Light - On
3 Artificial Light - Off
U Unknown

20. ROAD CLASSIFICATION I
1 Urban
2 Rural
U Unknown

21. ROAD CLASSIFICATION II
2 Arterial
3 Collector
4 Local
Q Other (Parking Lot)
U Unknown

22. ROAD CLASSIFICATION III
1 One-Way, 2-Lane
2 One-Way, Multi-Lane
3 Undivided, 2-Way, 2-Lane
4 Undivided, 2-Way, Multi-Lane
5 Divided, With Barrier
6 Divided, With Median
7 Divided Type Unspecified
Q Other (Parking Lot)
U Unknown

23. ROAD MATERIAL
1 Asphalt
2 Concrete
3 Gravel
4 Earth, Dirt
5 Chip-Seal
6 Brick/Cobblestone
7 Wood
8 Steel Deck
9 Ice Road
Q Other
U Unknown

24. ROAD SURFACE
1 Dry, Normal
2 Wet
3 Snow (Fresh/Loose)
4 Slush, Wet Snow
5 Icy
6 Sandy/Gravel/Dirt
7 Muddy
8 Oil
9 Flooded
Q Other
U Unknown

25. ROAD CONDITION
1 Good
2 Potholes, Bumps, Ruts
3 Under Construction, Repair
4 Uneven
5 Worn
6 Obscured/Faded Markings
Q Other
U Unknown

26. ROAD ALIGNMENT
1 Straight And Level
2 Straight With Grade
3 Curved And Level
4 Curved With Grade
5 Top Of Hill/Gradient
6 Bottom Of Hill/Gradient
Q Other
U Unknown

27. TRAFFIC CONTROL
01 Traffic Signals - Oper
02 Traffic Signals - Flashing
03 Stop Sign
04 Yield Sign
05 Warning Sign
06 Pedestrian Crosswalk
07 Police Officer
08 School Guard, Flagman
09 School Crossing
10 Reduced Speed Zone
11 No Passing Zone Sign
17 Road Markings
13 School Bus Stopped, Lights Flashing
14 School Bus Stopped, Lights Not Flashing
15 Rail Crossing With Signals and/or Gates
16 Rail X-ing, Signs Only
17 Unspec. Control Device
18 No Control Present
QQ Other
UU Unknown

28. POSTED SPEED LIMIT
UUU Unknown

35. VEHICLE TYPE
01 Passenger Car
02 Passenger van
03 Light Utility vehicle
04 Pickup Truck To 4500 kg
05 Panel/Cargo van To 4500 kg
06 Other Truck, Van To 4500 kg
07 Unit Truck, > 4500 kg
08 Road Tractor
09 School Bus
11 Urban Transit Bus
12 Intercity Bus
14 Motorcycle
15 Motorcycle - Speed Limited
16 Off Road Vehicle
17 Bicycle
18 Purpose-Built Motor Home
19 Farm Equipment
20 Construction Equipment
22 Snowmobile
QQ Other UU Unknown

36. VEHICLE USE
01 Taxi
02 School Bus
03 Other Bus
04 Military
05 Police Cruiser
06 Other Police
07 Ambulance
08 Hearse
09 Tow Truck
10 Delivery Vehicle
11 Road Maintenance
12 Utilities Maintenance
13 Fire Response
99 No Special Use
QQ Other
UU Unknown

37. EMERGENCY USE
1 Yes
2 No
N Not an Emergency Vehicle
U Unknown

38. TRAILER TYPE
1 Recreational Trailer
2 Light Utility Trailer (Boat)
3 Commercial Full Trailer
4 One Semi-Trailer
5 Two Semi-Trailers, A-Train
6 Two Semi-Trailers, B-Train
7 Two Semi-Trailers, C-Train
8 Two Semi-Trailers, Connector Unknown
9 Three Semi-Trailers
N No Trailers
Q Other
U Unknown

39. USE OF HEADLIGHTS
1 No Headlights On/Not Equipped
2 Daytime Running Lights On
3 Headlights On
4 Parking Lights Only On
5 Fog Or Auxiliary Lights On
Q Other
U Unknown

40. VEHICLE SPEED
000 Stopped in Traffic
NNN Parked
UUU Unknown

41. VEHICLE MANOEUVRE
01 Going Straight
02 Turning Left
03 Turning Right
04 Making U-Turn
05 Changing Lanes
06 Merging
07 Reversing
08 Overtaking
09 Negotiating Curve
10 Slowing, Stopping
11 Starting In Traffic
12 Leaving Roadside
13 Stopped/Parked Legally
14 Stopped/Parked Illegally
15 Swerving To Avoid Collision
16 Run-Away Or Roll Away Vehicle
21 Unspecified Manoeuvre
QQ Other UU Unknown

44 - 46. VEHICLE EVENTS
NON-COLLISION EVENTS
01 Skidded Or Spun On Roadway
02 Ran Off Road
03 Overturned, Rollover
04 Jackknife Or Trailer Swing
05 Fire Or Explosion
06 Load Spill
07 Load Shift EVT1
08 Submersion
09 Other Non-Collision Event
HIT MOVING OBJECTS
11 Hit Moving Motor Vehicle
12 Hit Pedestrian
13 Hit Bicyclist EVT2
14 Hit Animal
15 Hit Train EVT3
19 Hit Another Moving Object
HIT NON-MOVING OBJECTS
21 Hit Parked Vehicle
22 Hit Non-Fixed Object
23 Hit Building
24 Hit Ditch
25 Hit Embankment, Dirt Pile, Rock
26 Hit Culvert, Drainage Structure
27 Hit Tree/Bush/Hedge
28 Hit Light/Utility Pole
29 Hit Curb
30 Hit Post
31 Hit Traffic Barrier
32 Hit Other Fixed Object, Part Of Road Structure
33 Hit Other Fixed Object NOT Part Of Road Structure
39 Hit Other Type Fixed Object
NN No 2nd or 3rd Event
QQ Other UU Unknown

47. DRIVER/PEDESTRIAN CONDITION
01 Fatigued/Fell Asleep
02 Inexperience
03 Under Influence - Alcohol
04 Under Influence - Drugs
05 Sudden Illness, Lost Consciousness
NN Apparently Normal
QQ Other UU Unknown

48. DRIVER ACTION
21 Following Too Closely
22 Distracted, Inattentive
23 Driving Too Fast For Conditions
24 Improper Turning Or Passing
25 Fail To Yield Right-Of-Way
26 Disobeyed Traffic Control Device, Police Officer
27 Driving On Wrong Side Of Road
29 Backing Unsafely
30 Lost Control
NN Driving Properly
QQ Other UU Unknown

49. VEHICLE FACTORS
41 Defective Brakes
42 Defective Steering
43 Defective Lights
44 Tire Blown Out
45 Unsecured Or Spilled Load
46 Oversized Load, Overload
47 Visibility Obstructed
48 Other Defective Parts
NN No Defects
QQ Other UU Unknown

50. ENVIRONMENTAL FACTORS
51 Animal On Roadway
52 Road Surface Or Other Condition
53 Obstruction On Road
54 View Obstructed, Glare, Reflection
55 Weather Or Acts Of God
NN No Environmental Factors
QQ Other UU Unknown

52. DANGEROUS GOODS CLASS
1 Explosives
2 Gases
3 Flammable Liquids
4 Flammable Solids, Spontaneous Combustibles
5 Oxidizers & Organic Peroxides
6 Poisonous & Infectious Substances
7 Radioactives
8 Corrosives
9 Misc. Dangerous Goods
N Not a Commercial Vehicle
Q Other U Unknown

53. LOAD STATUS COMMERCIAL VEHICLES
1 Fully/Partially Loaded
2 Empty/Tare
N Not a Commercial Vehicle
Q Other U Unknown

60. BLOOD ALCOHOL CONCENTRATION
(000-500 BAC (mg%) of Driver, Pedestrian
600 Not Tested, Driver/Pedestrian Dead, Alcohol Use Suspected
610 Not Tested Due To Injury, Alcohol Use Suspected
620 Not Tested, Other Reasons, Alcohol Use Suspected
888 No Alcohol Suspected
NNN Passenger UUU Unknown
Dri 1 Dri 2
Ped 1 Ped 2
Ped 3 Ped 4

69. PEDESTRIAN ACTION
01 Crossing Intersection With ROW
02 Crossing Intersection Without ROW
04 In Crosswalk
05 Crossing Roadway At Midblock
06 Walking On Roadway Against Traffic
07 Walking On Roadway With Traffic
08 On Sidewalk, Median, Safety Zone
11 Coming From Behind Parked Vehicle/Object
12 Coming From Behind Moving Vehicle
13 Running Into Roadway
14 Getting On/Off School Bus
15 Getting On/Off Vehicle
16 Pushing Vehicle Ped 1
17 Working On Vehicle
18 Playing On Road Ped 2
19 Working On Road
20 Lying On Road Ped 3
NN Not a Pedestrian
QQ Other UU Unknown Ped 4

INDEPENDENT WITNESSES
Last Name First Name
Address
Home Phone Work Phone
Last Name First Name
Address
Home Phone Work Phone

ADDITIONAL WITNESSES ON FILE?
Yes No

DESCRIPTION: Show Direction of Travel, Obstructions, Vehicle Movement, Travel Lane, Fixed Objects, Traffic Controls.

DIAGRAM Use Road Direction Lines Before Impact and Broken Lines After
North

POLICE COMMENTS

PROPOSED ACTION

The following is a brief description of the three fatal traffic collisions that took place in the Northwest Territories in 2000, resulting in five fatalities.

RCMP Detachment	Date	Description
Aklavik	03-Jan	Snowmobile collided with rear of plough truck on the Aklavik Winter Access Road near community. The snowmobile driver, who was not wearing a helmet, sustained fatal injuries. The snowmobile passenger, who also was not wearing a helmet, suffered minor injuries. The driver of the plough truck was not injured.
Rae	04-Aug	Single vehicle rollover involving mini van near Km 292 on Highway #3. The fully restrained driver lost control on loose gravel. Vehicle came to rest in small pond. The driver died at the scene. Two restrained passengers sustained minor injuries. Alcohol and speed were not believed to be factors.
Fort Good Hope	22-Oct	Two snowmobiles collided head-on in darkness on road within community. Both drivers had been drinking and were not wearing helmets. The headlight was not in operation on one of the snowmobiles. Both drivers died at the scene. One passenger died in hospital. Two other passengers suffered moderate injuries. None of the passengers were wearing helmets. Speeding was a factor.